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SAUCE
THE COLD MEAT
SPECIALITY

Hongkong Daily Press.

SUBSCRIBER

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HOW TORIC LENSES
CLEAR YOUR VISION
AND ENHANCE
YOUR PERSONAL
APPEARANCE.
N. LAZARUS
OPTHALMIC OPTICIAN.
28, Queen's Road Central, HONGKONG.

No. 19,424 第一萬九千四百廿四號 庚申年七月十九日 HONGKONG, WEDNESDAY, SEPTEMBER 1st, 1920. 禮拜三 中華民國九年九月一號 PRICE, $3 PER MONTH.

INTIMATIONS

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[12

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CANTON MARBLE IN VARIOUS SHADES.
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TELEPHONE 1219.
63

FRENCH LESSONS

G. MOUSSION,

15, MORRISON HILL ROAD.

PEAK TRAMWAY CO.,

LIMITED.

TIME-TABLE.

WEEK DAYS

7.00 a.m.	to	8.00 a.m.	every 15	minutes
8.00 „	„	9.30 „	„ 10	„
9.30 „	„	11.00 „	„ 15	„
11.30 „	„	12.30 p.m.	„ 15	„
12.30 p.m.	„	2.30 „	„ 10	„
2.30 „	„	5.00 „	„ 15	„
5.00 „	„	8.10 „	„ 10	„

NIGHT CARS
8.50 p.m., 9.00 p.m., 9.20 p.m.
9.30 p.m. to 11.30 p.m. every 30 minutes
11.45 p.m.

SATURDAYS
Extra Car—12 midnight.

SUNDAYS

7.30 a.m.				
8.00 a.m.	to	10.30 a.m.	every 15	minutes
10.30 „	„	11.00 „	„ 10	„
11.30 „	„	12.00 noon	„ 15	„
12.00 noon	„	1.00 p.m.	„ 10	„
1.00 p.m.	„	5.30 „	„ 15	„
5.30 „	„	6.00 „	„ 10	„
6.00 „	„	6.30 „	„ 15	„
6.30 „	„	8.10 „	„ 10	„

NIGHT CARS
As on Week Days.

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road.

Season and punch tickets available for all cars, not already full, running at the time stated in the Company's time-tables, but not for special cars can be obtained on application at the Company's Office. No Season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Compradore Order representing Bank Notes.

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KOWLOON-CANTON RAILWAY.

TIME TABLE.

On and after THURSDAY, APRIL 22nd, 1920, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS

Stations		No. 2 A Local. a.m.	No. 5 Through Express a.m.	No. 7 Local. a.m.	No. 9 Through Slow. a.m.	No. 11 Local. a.m.	No. 13 Through Express. p.m.	No. 17 Local. p.m.	No. 19 Local. p.m.	No. 21 Local. p.m.	No. 23 Local. p.m.
CANTON (Tai Sha Tau)	dep.		7.30		8.35		2.30				
SHEK LUNG	arr.		8.40		11.07		4.45				
	dep.		8.45		11.17		4.50				
Shum Chun	arr.		10.25		3.00		6.40				
	dep.	7.27	10.30	8.10	4.30	11.45	6.45	3.00	6.04	6.11	9.04
Sheungshui	dep.	7.33	—	8.16	4.37	11.51	—	3.06	6.10	6.17	9.10
Fanling	dep.	7.37	—	8.21	4.41	11.55	—	3.10	6.14	6.21	9.15
Taipo Market	dep.	7.46	—	8.32	4.54	12.06	—	3.21	6.24	6.31	—
Taipo	dep.	7.52	—	8.37	5.00	12.09	—	3.27	6.23	6.35	9.28
Shatin	dep.	8.04	—	8.50	5.14	12.22	—	3.40	6.41	6.48	—
Yaumati	dep.	8.17	—	9.04	5.30	12.35	—	3.53	6.53	7.00	—
Hunghom	dep.	8.22	—	9.10	5.35	11.41	—	3.59	6.59	7.06	—
KOWLOON	arr.	8.25	11.30	9.15	5.39	11.44	7.25	4.03	7.03	7.09	9.55

Wednesdays and Saturdays only, until Sept. 18th.

UP TRAINS

Stations		No. 4 Local. a.m.	No. 6 Through Express a.m.	No. 8 Through Slow. a.m.	No. 10 Local. a.m.	No. 14 Local	No. 16 Local p.m.	No. 20 Local. p.m.	*No. 18 Through Express. p.m.	No. 22 Local p.m.	No. 24 Local p.m.
Last Ferry leave	H.K.	6.35	.55	9.05	10.15	11.45 a.m.	1.05	2.05	2.45	4.25	6.05
KOWLOON	dep.	6.46	8.10	9.20	10.25	12.05 p.m.	1.15	2.20	3.00	4.53	6.23
Hunghom	dep.	6.50	—	9.25	10.37	12.04	1.22	2.24	—	4.58	6.29
Yaumati	dep.	6.57	—	9.32	10.43	12.09	1.28	2.30	—	5.02	6.35
Shatin	dep.	7.09	—	9.46	10.56	12.22	1.40	2.42	—	5.14	6.47
Taipo	dep.	7.22	—	10.00	11.09	12.32	1.53	2.55	—	5.27	7.01
Taipo Market	dep.	7.26	—	10.07	11.12	12.38	1.57	3.00	—	5.31	7.05
Fanling	dep.	7.37	—	10.19	11.23	12.47	2.07	3.10	—	5.41	7.15
Sheungshui	dep.	7.41	—	10.23	11.27	12.50	2.11	3.15	—	5.45	7.19
Shum Chun	arr.	7.46	8.50	10.28	11.32	12.55	2.16	3.20	3.40	5.50	7.24
	dep.	—	8.55	10.50	—	—	—	—	3.45	—	—
SHEKLUNG	arr.	—	10.25	1.53	—	—	—	—	5.25	—	—
	dep.	—	10.40	2.18	—	—	—	—	5.30	—	—
CANTON (Tai Sha Tau)	arr.	—	11.50	5.10	—	—	—	—	6.40	—	—

(Wednesdays and Saturdays only, until Sept. 18th.

* Will stop at Taipo and Sheungshui for First-Class Passengers on Notice being given to the guard.

NOTICE TO PASSENGERS.

The Railway Administration do not guarantee that the ferries mentioned in this table will connect with the trains as shown.

SHA TAU KOK BRANCH.

		a.m.	a.m.	p.m.	p.m.
Fanling	dep.	8.50	12.00	2.20	6.00
Shataukok	arr.	9.45	12.55	3.15	6.55

		a.m.	a.m.	p.m.	p.m.
Shataukok	dep.	7.05	10.20	1.05	5.00
Fanling	arr.	8.00	11.15	2.00	5.55

H. P. WINSLOW, Manager.

48

MITSUBISHI ZOSEN KAISHA, LTD.

(EX MITSUBISHI DOCKYARD & ENGINE WORKS).

A1, A.B.C., WESTERN UNION, ENGINEERING AND BENTLEY CODES USED.

Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers Manufacturers of Contraflo Condensers, Special Manganese Bronze Castings, Parson's Steam Turbines and Turbo-Alternators, &c. &c.

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TELEGRAPHIC ADDRESS:—"DOCK," NAGASAKI.

GRAVING DOCKS AND PATENT SLIP.

	Dock No. 1	Dock No. 2	Dock No. 3
Length on Keel Blocks	510 feet	350 feet	714 feet
Width of Entrance on bottom	77 „	53 „	82 „
Water on Blocks at Spring Tide	28 „	24 „	34 „

PATENT SLIP—Capable of lifting vessels up to 1,000 tons gross.
Two Floating Cranes of 60 and 40 tons each, besides 150 tons Giant Crane.

KOBE WORKS.

TELEGRAPHIC ADDRESS:—"DOCK," KOBE.

FLOATING DOCKS

	No. 1	No. 2	No. 3
Lifting Power	7,700 tons	12,000 tons	16,000 tons
Max. Length of Ship taken	460 feet	580 feet	470 feet
Max. Breadth of Ship taken	56 „	68 „	96 „
Max. Draft of Ship taken	22 „	26 „	30 „

Floating Crane of 40 tons weight, besides 100 Tripod Cranes

HIKOSHIMA WORKS (Near Shimonoseki).

TELEGRAPHIC ADDRESS:—"DOCK," SHIMONOSEKI.

GRAVING DOCK.

Length on Keel...	383 feet 0 inch.
Breadth at Entrance on bottom	56 „ 0 „
Depth of Water or Blocks at Spring Tide	25 „ 0 „

Floating Crane capable of lifting 30 tons weight.

THE NAGASAKI, KOBE & HIKOSHIMA DOCKYARDS are closely connected with each other, enabling them to co-operate in the prompt execution of work and to suit the convenience of customers.

Any Order will be promptly attended to and Estimate sent on application.

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COAL.
COKE.
FIREBRICKS.

KAILAN MINING ADMINISTRATION
HEAD OFFICE—TIENTSIN.
AGENTS: DODWELL & CO., LTD.,
HONGKONG.

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Police Permits to leave the Colony are not required.
Further information may be obtained at the Company's Office, Hotel Mansions, or from Messrs. THOS. COOK AND SON, Booking Agents, Hongkong.

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INDICATIONS point to a heavy demand for SEEDS this Season.

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SHIPS CLOSET
BALTIC
PACIFIC
MEDITERRANEAN
ABOVE AND BELOW WATER LINE.

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Established 1900.

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TWO Minutes from Ferry and Railway station. This Hotel which has just been completely renovated and refurnished is now up-to-date in every respect and under

English Management.
Cuisine under personal supervision of the Proprietor.
BAR AND BILLIARD ROOMS,
TERMS MODERATE.

Special Arrangement for Families on Application to—
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FOR the use of all Men of the Mercantile Marine and H.M. Navy.

Reading and Writing Rooms, Billiard Room Officers' Room, C.P.O.'s Room Restaurant, Concert Hall, Church.

Private Cabins and beds in Dormitories Motor Launch "Dayspring."

[78

DAIRY FARM NEWS.

New Shipments just received

GOUDA CHEESE		...30	cents	per	lb.
EDAM	„	...30	„	„	„
CREAM	„	...30	„	„	pat
PICNIC	„	...30	„	„	jar

THE DAIRY FARM ICE & COLD STORAGE CO., LTD.

[55

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THE HONGKONG HOTEL CO., LTD

OPERATING:—

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HOTEL MANSIONS.

THE REPULSE BAY HOTEL

J. H. TAGGART,
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CENTRAL LOCATION.

ELECTRIC LIFTS AND LIGHTING.
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS

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1,500 feet above sea level.

15 minutes from landing stage

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15 B.H.P. 30 B.H.P 50 B.H.P. Engines
in Stock

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SHIRTS 30 DOZ. SHIRTS all $2.50 each in all sizes for Day and Sports wear.

SOCKS 20 DOZ. ENGLISH LI-LE THREAD SOCKS 70c. per pair 6 PAIRS FOR $4.00

PYJAMAS 10 DOZ. COTTON PYJAMAS $2.00 long and short styles per suit.

THESE THREE LINES ARE SPECIAL VALUE.

MACKINTOSH & CO., LTD., Men's Wear Specialists.

THEATRE ROYAL,
FOR TWO SPECIAL NIGHTS ONLY.
Mr. T. DANIEL FRAWLEY
will produce
FRIDAY, Sept. 3rd:
"A PAIR OF FOURS"
(for the first time in Hongkong).
SATURDAY, Sept. 4th:
"PAID IN FULL."
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THE LEADING BRANDS
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MANILA CIGARS
EL PALACIO
&
IMPERIO DEL MUNDO.
SOLE AGENTS:
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HEALTH v. SICKNESS.

By taking our "ROOSTER BRAND" MACARONI, PASTE STARS, EGG NOODLES, VERMICELLI, or other kinds of Soup-stuffs REGULARLY you escape SICKNESS, as all our Products being manufactured from Flour of the Best Quality and under the most Sanitary Method, can be EASILY DIGESTED and give you GOOD HEALTH and STRENGTH.
Large quantities have been exported to various parts in the World.
Your esteemed Orders will receive our prompt and careful attention.
Terms moderate, especially for Agencies.

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SCOTTISH LETTER.

SCOTS AT BISLEY.

[FROM OUR OWN CORRESPONDENT.]

Edinburgh.

Scotland and South Africa practically swept the boards at Bisley. Scotland's share was to carry off the long range team championship with the match rifle by winning the Elcho Shield, and Captain J. E. Ranken won the individual championship with the match rifle. Lieutenant A. E. Martin, the most brilliant of the younger school, who was first in the Bass competition last year, has won the Grand Aggregate with the Service rifle, and the Scottish team scored a fine win in the Mackinnon Cup international match at long range with the Service rifle. The Prince of Wales prize was gained by Sergeant Fitz, a Glasgow man; and though the Scottish contingent did not exceed 45 all told, they gave a good account of themselves in every prize list, and 15 of them were in the King's Hundred. Sergeant Reid made a particularly strong bid for the Premier rifle honour.

NEW GLEN LINER.

Harland & Wolff, Ltd., launched from their Govan shipyard, Glasgow, a new twin-screw steamer for the Glen Line. The vessel is about 502 feet in length by 62 feet beam, with a gross tonnage of 9,500. She will be employed in the Eastern trade, and have some passenger accomodation. There will be two sets of engines, and the steering gear, winches, auxiliaries in the engine-room, and so on, are all electrically driven.

AYRSHIRE YACHTING FAMILY.

A Largs family of yachting skippers has provided a captain for both a British challenging and an American defending yacht in the great races at Sandy Hook. Capt. Barr, of Largs, sailed the *Thistle* in 1887, and, in later years, his son Charlie steered the American defender *Columbia* to victory.

BRITISH INDIA LINER.

The new twin-screw steamer *Masholra*, built by Messrs. Barclay, Curle & Co., to the order of the British India Steam Navigation Co., has been successfully launched. The vessel is the eighth of her type built by the same firm for the B.I.S.N.C., and was constructed at their Clydeholm Yard. She is 464 feet in length, 58 feet in breadth, and 36 feet in depth, 8,500 gross tonnage, and 11,000 dead-weight carrying capacity. Accommodation is provided amidships for about 100 first-class and 50 second-class passengers.

ANOTHER DUKE OF EDINBURGH.

When the King was at Holyrood, it was understood that he was approached from influential quarters to create one of his younger sons Duke of Edinburgh, and His Majesty promised to give the matter his careful consideration when the proper time arrives. He will probably consult his cousin, the Queen of Rumania, as to her wishes, since her late father is still best remembered in this country as the Duke of Edinburgh. There is, however, a very strong belief in well-informed quarters that within the next year or two Prince Henry will bear this title.

AMATEUR YACHTSMEN.

Yacht racing is a sport which gives employment to numerous paid hands, but at the same time it never loses its charms to the amateur. On the pay-roll of the King's *Britannia* during the Clyde Fortnight there appeared the name of T. Ratsay. He is the prospective head of the firm which makes the finest yacht sails in the world, and he preferred to ship as a seamen rather than miss the opportunity of sailing in the grand old yacht. And there was nothing amateurish about the way he laid hold of a rope.

THE KING'S NEW DOCTOR.

Sir James Mackenzie, who has been appointed Honorary Physician to the King in Scotland, is a native of Scone and an LL.D. of Aberdeen. One of the foremost of living Scottish physicians, he has world-wide reputation as a specialist on diseases of the heart, and his publications on the subject have been translated into several foreign languages.

JUST ESCAPED TITULAR EXTINCTION.

The Mackintosh, who will be the King's host at Moy Hall in the autumn, had lately a narrow escape from titular extinction. For war service he had been made a C.B.E. Like others of his social standing it ought to have a K.B.E. But in that case he would have been no longer The Mackintosh, but Sir Alfred D. Mackintosh.

DEATH OF SIR JOHN GILMOUR.

The death is announced of Sir John Gilmour, Bart. of Montrave, Leven, the son of a leading Glasgow shipowner. On three occasions—in 1885, 1892 and 1895—Sir John unsuccessfully opposed Mr. Asquith in East Fife. He was a noted agriculturist, and took a leading part in Fifeshire affairs. His youngest son, Lieut. Douglas Gilmour, was killed in the war, and the Baronetcy devolves upon his elder surviving son, Lieut.-Col. John Gilmour, D.S.O., M.P. for the Pollok Division of Glasgow.

(Continued at foot of next column.)

AMERICA AND THE SHINNERS.

WHY IRISH INFLUENCE IS ON THE WANE.

Mr. J. W. T. Mason, *Daily Express* Correspondent in New York, writes:—

Reports which seem to be reaching England about American interference in Irish affairs give a wrong impression of American feeling if they suggest that the United States wants to influence Great Britain's internal policies. One hears frequent whispers, accompanied by mysterious nods, that if Great Britain wishes to improve Anglo-American relations, the Irish must be given their freedom. Never was there a more partisan piece of propaganda.

The average citizen of the United States cares no more about Ireland than the average Englishman does about the Philippine Islands. The average American is sick of the Irish question. Irish stock in America has sunk under the incessant demonstrations of Irish inefficiency.

It is still the custom for many newspapers to fight shy of any criticism in their editorial columns of Irish affairs. This is a hangover from many years ago, when the Irish were a greater force in America than they are now. The attitude of the Sinn Feiners towards American sailors stationed in Ireland during the war has produced a deep resentment in this country. The attacks on the Americans solely because they were in the war against Germany will not be forgotten by this generation.

RELIGION IN POLITICS.

But, more than that the Irish Roman Catholic clergy have seriously damaged Ireland's cause in the United States. It has become a fixed idea among large numbers of Americans that the Irish priesthood is trying to use political propaganda for religious ends. This is abhorrent to the very spirit of American institutions.

The United States is to celebrate this year the tercentenary of the landing on the New England coast of the Pilgrim Fathers, who fled to America in the cause of religious freedom. This, therefore, is a bad year for the Irish priests to try to influence America politically.

So seriously do Americans feel about the matter that the three greatest Protestant denominations in the country have recently passed resolutions protesting against American interference in the domestic affairs of Great Britain. The action of the Methodist, Presbyterian, and Baptist Churches in this connection is vitally significant of America's changed attitude towards Ireland. The power of the Protestant triumvirate in the United States is very great. It represents in a real sense the Cromwellian spirit transplanted from England to America.

A SINN FEIN FEUD.

The action of the Republican Presidential convention at Chicago in rejecting all planks referring to the Irish question is a direct outcome of the movement against interfering in British home policies, so strikingly made evident by the Protestant Churches. The bitter feud which has broken out among the Sinn Feiners in America on account of the convention's attitude is significant of the damage done to the Irish cause.

It is undoubtedly a fact that Ireland's popularity in the United States has passed its peak. It is now on the down grade. Ireland not only cannot swing the United States to her support for independence, but is swinging America away from her. It is not the noisy politician with an Irish name nor one seeking Irish votes who in the final analysis controls America.

The control of this country, in every great emergency, passes into the hands of the class whose most representative members are Methodists, Presbyterians, and Baptists. The Irish have blundered against this class, as they have blundered against other rock resistances at other times in their period of madness. The result is clarifying to Anglo-Irish-American relations.

THE PIPES OF WAR.

What is the piper playing
That surges in my blood?
The soft breeze in the pine-trees,
The hawthorn in the bud
The lone tarn,
The golden barn,
Fields of waving grain—
What is the piper playing
That beats within my brain?
Red war streameth from his reeds,
And in the thrumming drones
There lurks the lapping of men's blood,
And sobs and dying groans.
Night in it,
Fight in it,
Wraith of stricken men,
Ghosts of ancient clansmen
Sweeping down the glen.

—Joseph Lee, late Lieut., Black Watch.

SCOTS CHURCH AND SPIRITUALISM.

The Committee appointed by the General Assembly of the Church of Scotland to inquire into spiritualism has begun its work. The remit was in these terms:—"To inquire into the alleged supernormal psychic phenomena so much in evidence at present." The theological professors on the Committee are appointed to draw out reports on (1) The psychic phenomena of the Old Testament; (2) The psychic phenomena in ecclesiastical history and among the ethnic religions; and (3) The pronouncements of the various Churches regarding modern spiritualism and psychic phenomena generally. In addition, a report is to be given of the voluminous literature which has been published in recent years on psychic matters, whilst a small Commission is to inquire into the spread of spiritualism in Scotland, both within the Church and outside it.

TWO FAMOUS DIVISIONS.

An Army Council instruction is to the effect that it has been decided to incorporate in the designations of the new Territorial Force Infantry Divisions the numerical prefix by which they were known during the Great War. The Scottish Divisions will consequently be 51st, the Highland Division, and 52nd, the Lowland Division.

SHANGHAI TRAGEDIES.

A SCHOOLMASTER'S PAINFUL END.

H. M. Coroner (Mr. G. W. King) opened an inquest at Shanghai last week with reference to the death of Joseph Gardiner Moore, aged about 40, one of the masters at the Thomas Hanbury School, death occurred in Hongkew Park about noon. His curious manner had attracted attention, and when he complained of being ill, the police ambulance was sent for. Deceased collapsed immediately afterwards, and died before the ambulance arrived to convey him to hospital.

Mr. W. D. Anderson, of the Thomas Hanbury School, gave evidence of identification. He stated that deceased came to Shanghai a year ago. Witness last saw him, definitely, on Wednesday, when they returned together from Nanking. He was in a poor state of health, and had been worried about his fiancée, who was nurse to a Chinese General. She was up in the North somewhere, but deceased did not know where, and the object of his journey had been to endeavour to find out. He expected her to come to Shanghai on the 15th instant, but when the trouble broke out, she had to go north with the General, and he lost touch with her.

In answer to the Coroner, witness said he had never known deceased to take drugs, but he suffered very much from insomnia.

The Coroner—Did he have any delusions? The Police say that he thought somebody was after him that something was going to happen.

Witness—No. Witness added that deceased looked into the school for a minute or two on Friday or Saturday, but he did not speak to him then. Recently, deceased had been drinking a little more than was good for him.

The Coroner—Was he in any financial trouble?

Witness—None whatever.

The Coroner—Did he ever speak about enemies—about anyone wishing to do him harm?

Witness—No.

The Coroner—There is a statement that someone was looking in at his window—a dismissed master from the Thomas Hanbury School.

Witness—As far as I know, he had no quarrel with anybody.

The Coroner then adjourned the inquiry until Thursday.

After hearing further evidence, the Coroner entered a verdict that death was due to excessive heat.

AMERICAN RESIDENT'S FATAL MOTOR-CYCLE ACCIDENT.

At the United States Court for China at Shanghai an inquest was held upon the late Mr. Olin A. Loveland. Mr. F. J. Schuhl, the Commissioner, acted as coroner, and there was a jury of six, composed of Messrs. Frank A. Branagan, foreman, Adelbert M. Hickey, David Haimovitch, William Golding, Louis R. Ferroggiaro, and Ormond B. Gainsborough. A verdict that the deceased "came to his death by wounds received in an accident by colliding with a tree, while driving his motor-cycle on Siccawei Road on August 21st, 1920, between the hours of 11 and 12 midnight," was returned.

Mr. Leon Ververt, a banker, gave evidence that at about 12.30 o'clock on Saturday night he was riding in a motor-car with a friend along Siccawei Road towards Frenchtown. He saw a body lying on the road. He got down and saw it was a foreigner. A Sikh trooper happened to be passing at the time so witness asked him to watch the body while he went to the police station. Witness then went to the Bubbling Well Police Station and reported the matter to the Sergeant in charge, who telephoned for an ambulance. Another policeman accompanied witness and his friend to the spot where they found the body lying in the same position and the Sikh policeman standing by.

Mr. Adolph Beun gave corroborative evidence saying that he was driving the car with Mr. Ververt at the time when they saw the body.

THE POLICE THEORY.

John O'Toole, Inspector in charge of the Bubbling Well Police Station, said that, judging from the condition of the body, he had come to the conclusion that deceased had been proceeding along the right side of the road and had knocked into a tree from which he was thrown into another some 20 feet away. The motor-cycle was lying near by rather badly damaged.

DECEASED'S INJURIES.

Dr. Arthur C. Seldon, a physician at the Red Cross Hospital and a brother-in-law of the deceased, testified as to the deceased's identity and stated that when he saw the body, life was already extinct. Witness stated, in reply to the District Attorney, that deceased had owned the motor-cycle for some 10 days but had owned motor-cycles before, having been engaged in a motor-garage previously. Deceased understood the working of motors and was in the opinion of witness a fast driver.

(Continued at foot of next column.)

RIFLE SHOOTING.

THE WILTSHIRE REGIMENT MEETING.

The Rifle shooting competitions of the 2nd Batt. Wiltshire Regiment took place at Stonecutters last week with the following results:—

THE COMPANY MATCH.

Winners, B Co. Total Score 401.

Best Individual Scores.	Co.	Points.
1. Pte. Acott	C	42
2. Corpl. Laws	C	38
3. Pte. Rogers	C	36
4. Pte. Applin	C	36
5. Lce.-Corpl. Coombs	B	35

THE PLATOON MATCH.

Winning Team, No. 9 Platoon C Co. Total Score, 162.

Best Individual Scores.	Co.	Points.
1st Pte. Watts	C	15
2nd Lce.-Corpl. Clapham	B	12
3rd Pte. Covey	B	10
4th Pte. Rogers	C	9
5th Pte. Acott	C	9

REGIMENTAL TRIAL MATCH.

	Total.	
1. Lt. Jessell	44	C Co.
2. Pte. Awbrey	43	C Co.
3. Corpl. Planner	41	D Co.
4. C.S.M. Blackford	40	B Co.
5. Pte. Covey	39	B Co.
6. Pte. Rogers	38	C Co.
7. Bdm.-Sergt. Clements	38	C Co.
8. Pte. Wootten	38	B Co.
9. Sergt. Dawes	37	B Co.
10. Lieut. Farmer	36	B Co.
11. Lieut. Beaven	36	C Co.
12. Corpl. Neate	35	B Co.
13. Sergt. Whitbread	35	B Co.
14. Pte. Hale	33	B Co.
15. Sergt. Gorton	33	B Co.

THE LEWIS GUN MATCH.

Winning Team, No. 13 Platoon, D Co., 104 points.

2nd Best, No. 16 Platoon, D Co., 87 points.

OFFICERS MATCH.

Winner of the Officers Challenge Cup, Lieut. Jessel. Total points 50.

ALL COMERS REGIMENTAL.

Series "A" Marksmen.

	Co.	Points.
1st Pte. Lambert	D	40
2nd Corp. Newbury	B	40
3rd Pte. Chown	C	39
4th Pte. Rogers	C	36
5th Sergt. Reeves	B	35
6th Pte. Kearley	C	35
7th Lieut. Jessel	C	35
8th Lieut. Farmer	B	34
9th Pte. Humphries	D	33
10th R.S.M. Blake	D	33
11th Corpl. Flanner	D	32
12th Pte. Reynolds	C	31
13th Lce.-Corpl. Britten	C	30
14th Sergt. Sellwood	B	27

SERIES "B" 1ST CLASS SHOTS.

	Co.	Points.
1st Pte. Hodges	D	50
2nd C.Q.M.S. Buckland	B	44
3rd Lce.-Corpl. Clapham	B	40
4th Corpl. Neate	B	38
5th Corpl. Stroud	D	36
6th Major Timmis	D	35
7th Lce.-Corpl. Rolf	D	34
8th Sergt. Evans	C	34
9th C.S.M. Vinall	C	33
10 Pte. Moore	B	29
11th Sergt. Gorton	B	29
12th Pte. Malcombe	D	28
13th Pte. Eddiford	B	28
14th Lce.-Corpl. Hibberd	D	28

SERIES "C" 2ND AND 3RD CLASS SHOTS.

	Co.	Points.
1st Pte. Alford	B	27
2nd Pte. Stansbury	B	25
3rd Pte. Payne	C	23
4th Pte. Clarkson	C	17

MATCH OPEN TO THE GARRISON.

1st Cpl. Grimes, H.K.V.D.C.		42
2nd Lieut. Jessel	C	41
3rd Sgt. Maskell, H.K.P.		41
4th C.S.M. Vinall	C	40
5th Sergt. Evans	C	39
6th Sepoy Shahat Din 2/23 (Punjabis)		38
7th Lce.-Corpl. Cousins	D	37
8th C.S.M. Woolford, R.E.		37
9th Cpl. Flanner	D	37
10th Lce.-Corpl. Gingell	D	36
11th Sergt. Clarke, R.E.		35
12th Sergt. Whitbread	B	34
13th Corpl. Neate	B	34
14th Bt.-Sgt. Clements	C	34
15th Sergt. Batchin	C	34

The Prizes were distributed by Colonel Wyndham at Murray Barracks on Monday.

[illegible]

DISTRICT ATTORNEY'S ADDRESS.

Commissioner Schuhl then gave directions to the jury. Before the jury left the room, Major Holcomb, after receiving permission from the Court to address the jury, suggested that now it was a good time for them to take notice of the conditions under which motor-cars and motor-cycles were being operated in Shanghai and as to the regulations under which they were being operated. "If you think," said Major Holcomb, "that this cycle had been operated in an unusual and reckless way I think it would be a good thing for the jury to say that they (the jury) believed that this young man's death was caused or may have been caused as a result of such. Here is a young man whose life has been snuffed out as your life and my life may be snuffed out. The conditions under which motor-cars and cycles are operated here in Shanghai are little short of criminal and I think that it would be a good opportunity for the jury to give their views on the matter and make some recommendations regarding the matter."

After retiring for 15 minutes, the jury found the verdict as stated above, that deceased came to his death by wounds received in an accident by colliding with a tree while driving his motor-cycle on Siccawei Road on August 21st, between the hours of 11 p.m. and midnight.

Commissioner Schuhl then emphasized that the Court would [illegible] in the enforcement of the [illegible] and that no leniency would be [illegible] reckless motorists [illegible] charged with [illegible]

CLAIM FOR SALARY.

H. C. BEST v. W. G. HUMPHREYS & CO.

ALLEGED WRONGFUL DISMISSAL.

In the Summary Court, yesterday, before the Acting Puisne Judge, Mr. Justice Wood, an interesting action was heard in which Mr. H. C. Best sued Messrs. W. G. Humphreys & Co. for $750; $250 for arrears of salary from May 1st to 15th, 1919, and $500, being one month's salary from May 15th to June 15th, 1919, as damages for wrongful dismissal on May 15th, 1919.

Mr. Turner, of Messrs. Deacon, Looker, Deacon & Harston, appeared for plaintiff and Mr. Blake of Messrs. Wilkinson & Grist for defendants.

Mr. Turner, in opening the case, read a statement of agreed facts. This was to the effect that in August 1916, the plaintiff agreed to serve defendants as manager of their machinery department at $500 a month. On February 16th plaintiff tendered his resignation, which was accepted to take effect from the end of June. On March 25th the Union Engineering Company was registered in Hongkong, having offices adjacent to those of the Union Trading Company. The plaintiff was a subscriber to the memorandum of association holding 25 out of 100 shares. The articles further set out that if possible the services of Mr. Best as managing director of the Company were to be secured. On May 15th plaintiff was discovered by Mr. W. G. Humphreys sitting at a fully-furnished desk in the offices of the Union Engineering Company. Mr. Humphreys had an interview with him and asked for an explanation. Defendants dismissed plaintiff because they were of opinion that he was employed by the Union Engineering Company.

If his Lordship was of opinion that plaintiff was actually employed by the Union Engineering Company, he (Mr. Turner) would have no more to say. Their contention was that no matter how suspicious the circumstances were, the plaintiff was not employed by the Union Engineering Company.

Mr. S. Churn, deposed that he was general manager of the Union Trading Company, who were general managers of the Union Engineering Company. He was a shareholder in the latter company, as was Mr. Best. On May 15th, 1919, Mr. W. M. Humphreys came into the office of the Union Engineering Company and saw Mr. Best sitting at a fully furnished desk. Mr. Humphreys said to witness, "I find Best in the room working." Witness said "No, there is no work for him to do." He then spoke of other matters. Mr. Best had asked his permission to have his letters addressed to his office and witness agreed. The business was not started for some considerable time after that, although the company had been registered. The reason for the business not being started was due to the fact that Mr. Best had not severed his connection with Messrs. W. G. Humphreys & Co. The agreement was signed after October. Plaintiff did not sign any correspondence before November 1st, 1919. Witness prepared the Articles of Association with his solicitors. The Company was called the Union Engineering Company.

Cross-examined by Mr. Blake, witness said the post Mr. Best now held was a better one than that which he held in the Engineering branch of Messrs. W. G. Humphreys & Co. He had known Mr. Best for many years. He and Mr. Best were shareholders of the Union Engineering Company. Mr. Best did not advise about the articles of association, he was shown a draft after they had been drawn up. It was pointed out that these articles said the Company should forthwith enter into agreement with plaintiff, and witness said the word "forthwith" was merely a legal term, when used in the sense of "make an agreement forthwith." Mr. Best had not done any work at the time, because there was no work to do. Machinery was bought from all parts of the world. Mr. Best went to the United States for his holiday. Mr. Best was now responsible for the buying of machinery, etc., subject to the approval of witness. The reason for not commencing the engineering business earlier was due to the lack of a technical man. The company had been proposed in 1918.

In reply to His Lordship, witness said that Mr. Best was entitled to a salary from November 1st, 1919.

Answering Mr. Blake, witness said Mr. Best paid his own travelling expenses, but witness opened a credit at Hongkong for G. $2,000.

Plaintiff in the witness-box, stated that the reason for his being found in the offices of the Union Engineering Co., in May, was that he went there to get his mails. As his mails had not been regularly delivered at Messrs. Humphreys & Co., he made arrangements for them to be addressed to him at the other office. Mr. W. Humphreys came into the office and said: "I want to see you." When witness went into Mr. Humphreys' office he was asked: "Why didn't you tell me you were going to work with another firm?" Witness replied: "I am leaving you, and I do not want to work for you any more." Mr. Humphreys commenced to blackguard him. His agreement with Mr. Humphreys was to terminate in June, 1919. He had written to them in February, 1919, and they did not give him a definite reply. In his conversation with Mr. Humphreys the latter tried to coax him and dangle before him better terms. He, however, had made up his mind to leave on the termination of his agreement. He went to America towards the end of June. He transacted no business for the firm he was now employed in during the time he was with Messrs. Humphreys & Co. He had told people that he was going in business on his return from America. He had not written any letters with a view to obtaining orders. Mr. Humphreys dismissed him. He said: "Get out [illegible]." He gave no reason whatever for his dismissal. He only spoke about witness doing other things and criticised them. He signed the agreement as manager of the other Company on his return from America.

Mr. Blake mentioned that he could not consult Mr. Humphreys as to the plaintiff's statements, as Mr. Humphreys was now in England.

Mr. Justice Wood inquired whether the two solicitors agreed to leave it to him to decide whether Mr. Best was dismissed or not.

Mr. Turner said he could not agree.

Mr. Blake said the writ was for damages for wrongful dismissal, and he was wanting the plaintiff to prove that.

His Honour remarked that the agreed statement of facts admitted the dismissal.

Mr. Blake suggested that the point should be kept aside for the present and dealt with later, if necessary. At present they could proceed on the supposition that defendant had dismissed plaintiff.

His Honour agreed, stating that if he found against defendants, he would assume on the agreed facts; and he would then take the other point.

Plaintiff, continuing his evidence, stated that there were "lots of other conversation" between him and Mr. Humphreys which he could not remember. Witness told him: "I have given you my resignation and it is a month overdue." Mr. Humphreys told him to get out, and that he would get Mr. Farrell to take his place. Witness replied: "All right; I will hand everything over to Mr. Farrell, and will go."

Cross-examined, witness said that he went to see Mr. Shenton (solicitor) about the matter.

A letter written by Messrs. Deacon, Looker, Deacon & Harston to Messrs. W. G. Humphreys & Co. was read. There was a reference to possible action by the American Consul "at your entire risk." Mr. Blake wished to know what it meant.

Witness said he had heard that a big action was to be taken against him, and that defendants were going to prevent his departure for America. Mr. Humphreys was afraid of witness' business abilities. He had been on good terms with Messrs. Humphreys & Co. The only fault was that the books were not kept well. They had once made $86,000 in scrap iron and the sum was passed through some other department, and not his. He had known Mr. Churn for some considerable time. He had told various people he was leaving Humphreys & Co. He had discussed matters with Mr. Churn after office hours. His work at Messrs. Humphreys & Co.'s Engineering Department was merely that of a figurehead, a statue.

Mr. Blake, addressing His Lordship, submitted that he had no case to answer, firstly because plaintiff had admitted in the box that he said in fact to Mr. Humphreys "I sent in my resignation; I was only obliged to give you one month's notice. Instead of that I gave you three months' notice. I do not want to work for you any more; I will go to-day." Mr. Humphreys replied "Clear out, I do not want you." That was the issue as to dismissal. As regards the other issue he submitted that his friend had not made out any case at all.

Mr. Blake referred to the case of Pearce v. Forster, 17 Q.B.D., 1886. In that case he said, there was a clerk in a city firm and his particular business was to advise on financial matters of speculations and investments. He was employed at a very substantial salary for a term of ten years and the firm was so confident of him that they did not put in any clause about the termination of that contract. He was discovered, during the continuance of the term, to be engaged in very large speculative transactions on the stock exchange entirely apart from his employers' business and they dismissed him. This was held to have been rightly done. That case was on all fours with the present one. The firm had confidence in Mr. Best, and in February, 1919, he gave notice to terminate his engagement. At the same time that notice was given Mr. Best knew Mr. Churn. As His Lordship was aware, registration of a Company could not be done in a few hours, and he submitted that the Company was in process of formation just after February 15th. Mr. Best said he had discussed matters with Mr. Churn; therefore he knew about it. Directly he gave notice he had made up his mind to become a subscriber to a concern which he knew was a rival concern, and was in direct conflict with the company for which he was then working. Whether the new company was working at the time or not did not matter, as long as they were negotiating and laying the foundation of their business.

His Honour remarked that the real issue was whether on May 25th plaintiff had or had not been in other employ.

Mr. Blake said that the proof of wrongful dismissal had entirely failed, and he was entitled to judgment with costs.

Plaintiff was recalled and in reply to His Lordship said that he had not informed Mr. Humphreys when the new company was formed. As far as he knew Mr. Humphreys had known nothing about the company.

Mr. Turner said that Messrs. Humphreys & Co. were annoyed because there was no restricted covenant. The question was who was going to be believed, though in making that statement he did not mean that Mr. Humphreys did not honestly believe what he said. He submitted that Mr. Humphreys should have taken more care to ascertain the real facts. That had not been done. He had asked plaintiff to leave his employ. The onus was on the defence to prove that plaintiff committed such acts as had entitled the defendants to dismiss him. The case referred to by Mr. Blake was one dealing with the stock exchange, where it was a rule that no clerk was allowed to have dealings in shares. Mr. Blake had said that Mr. Best had no business to take any shares in any company whose business was in conflict with the firm he was employed by.

His Honour remarked that if the employers discovered that a servant had a financial interest in a rival concern, that in itself was a sufficient reason for dismissal.

Mr. Blake: That is so. The whole point is whether his interests were not in conflict with those of his employers.

Mr. Turner submitted that it was a company, and was not on the same footing as a firm, and that Mr. Best was at perfect liberty to have shares in any company provided that in having those shares he did not act contrary to his duty while he was employed by a particular firm. Mr. Best had given notice before the registration of those shares. He submitted that his claim had been fully made out.

His Honour said that he was inclined to take the view that the plaintiff during May 1919 had not got similar employment, and if defendants were justified in dismissing him, they were justified by the fact that he was a substantial shareholder in the Union Engineering Company. That was the only reason he must consider—that plaintiff had a very substantial interest in the Company. He reserved his decision till Friday.

(Continued at foot of next column.)

DISCUSSION OVER HORLICK'S MALTED MILK.

CHINESE SHOP-KEEPERS CHARGED.

Mr. J. S. Caffyn, a resident of Wanchai, summoned two Chinese shopkeepers of Queen's Road East, before Mr. N. L. Smith, for assault.

The complainant said that on Monday he sent his little girl to the defendants' shop to buy a medium-sized bottle of Horlick's malted milk, the price of which was 75 cents. The child returned with a small bottle, for which she said she had been charged 55 cents. Witness went to the shop and interviewed the first defendant, who told him that he did not have any medium-sized bottles in stock. He could either take the small bottle or a large one for $1.10. Witness said he would take neither, and asked that his money be refunded. This the first defendant refused to do, saying he could have its value in other goods. When witness remonstrated, the second defendant pushed him out of the shop, while the first defendant struck him a blow on the face.

The second defendant said that the complainant was very abusive when the first defendant told him that he had no medium-sized bottles of malted milk in stock. Among other things, he said: "I'll break [illegible] Chinaman." Witness resented this and told the complainant to leave the shop. He refused, and witness ejected him by force. It was not true that either witness or his *foki* had struck the complainant.

The Magistrate bound the defendants over to be of good behaviour for six months in the sum of $50 each.

PAIR OF SCISSORS AS WEAPON.

CHARGE OF WOUNDING.

Mr. T. Rowan appeared before Mr. R. O. Hutchison yesterday, to defend a Chinese charged with wounding another Chinese with a pair of scissors.

Inspector Willis said that about 7 p.m. on Monday, a crowd was watching a street performance, when suddenly a fight occurred between the defendant and the complainant. The former, it was alleged, accused the latter of jostling him. A constable stopped the fight and sent the men away. Half an hour later they again met, and the quarrel was renewed, in the course of which, the defendant was alleged to have whipped out the pair of scissors produced and stabbed the complainant in the small of the back. The complainant was removed to the hospital where his wound was dressed.

The complainant bore out the Inspector's statement and said that when the constable stopped the quarrel, he sent the defendant away. Witness stayed on. About half an hour later, while witness was still watching the performance, the defendant came and stood behind him. Wishing to avoid further trouble, witness walked away, but the defendant followed him, and suddenly stabbed him in the back with the scissors produced. Pulling the scissors out of his back, witness gave chase. His cries attracted the attention of a passer-by who joined in the chase. They chased the defendant into Taiwo Street, where he was arrested on the staircase of a house.

After another witness and the detective had been called, Mr. Rowan asked leave to call the defendant's employer and a *foki* to prove that the defendant was known in the shop, where he worked, as a country idiot.

The Magistrate found the defendant guilty and imposed a fine of $5 or ten days' hard labour. He also bound him over in the sum of $50, to be of good behaviour for six months.

THEFT OF WATERPROOF COATS.

ACCUSED SENTENCED TO THREE MONTHS HARD LABOUR.

A Chinese was charged at the Magistracy, yesterday, with the theft of four waterproof coats, the property of Messrs. Whiteaway, Laidlaw & Company.

Evidence for the prosecution showed that the defendant walked into the shop on Monday, and after taking a stroll around, departed without making any purchases. Later, Mr. Webb again noticed him enter the shop, this time with a grip in his hand. Suspecting him, Mr. Webb kept watch over his movements. As before, the defendant strolled about the shop without approaching any of the counters, and suddenly disappeared out of sight for a few minutes. When, with his grip bulging, the defendant was seen making for the entrance of the shop, Mr. Webb intercepted him, and, opening his grip, found the four waterproofs inside. He was handed over to the police.

A further charge of pawning a roll of cloth, believed to have been stolen, was not proceeded with, as the police said that they had not been able to trace the owner of the property.

The Magistrate (Mr. Smith) convicted the defendant on the first charge and passed sentence of three months' hard labour.

KOWLOON RESIDENTS AT VARIANCE.

CHARGE OF ASSAULT.

Before Mr. N. L. Smith, at the Magistracy, yesterday, Mr. Edward Brown, of Kowloon, sued Mr. Rufux Garcia, also of Kowloon, for assault.

Mr. C. H. Lyson appeared for the complainant and informed the Magistrate that Mr. Leo d'Almada, who had been retained for the defence, had requested him to ask for a remand, as he (Mr. d'Almada) was engaged at the Supreme Court, and was unable to attend.

The Magistrate remanded the case until Friday afternoon.

OPIUM.

A Chinese, said to be a boatman, was yesterday charged before Mr. R. O. Hutchison at the instance of Inspector Gordon of the Water Police, with the unlawful possession of 28 taels of loose opium and 63 taels of opium dross.

Inspector Gordon said that at 2 p.m. on Monday, a European sergeant who was on duty on one of the police launches, boarded a sampan in the harbour and searched it for contraband. After a short search, the drug was discovered concealed in some cavities in the sides of the vessel. The defendant and a small boy were the only persons on board at the time, and the sergeant arrested them. The boy had since been released as there was no evidence against him.

The defendant said he was not the master of the boat. He went on board to visit the master of the boat, and the latter not being on board at the time, he waited for him. He was not on board five minutes when the police launch came alongside, and the boat was searched and the drug discovered.

The Magistrate convicted the defendant and sentenced him to a fine of $1,000, or three months' hard labour. The drug was confiscated.

"SNATCHING" CASE.

CHINESE SEVERELY DEALT WITH.

A Chinese charged before Mr. N. L. Smith yesterday with snatching a bundle containing $50 in notes and two photo films from a Chinese girl in Queen's Road Central on Monday was sentenced to nine months hard labour and eight strokes.

Evidence showed that the complainant who had been out shopping was walking along Queen's Road Central, with the money and films tied up in a handkerchief, when the defendant came up from behind and, snatching the bundle, ran away. The complainant raised an alarm and gave chase. The defendant ran down Murray Road, where he was intercepted by an Indian Inspector. He had the bundle in his hand when he was arrested.

SIBERIAN REFUGEES FUND.

Mrs. Lafrentz gratefully acknowledges receipt of clothing from Mrs. Winslow and Mrs. Bird, Mr. Redmond and Mr. Layton and several anonymous donors, also $3 from the Helena May Institute for pictures sold. The need is still great and further gifts of clothing will be thankfully received at St. John's Place.

INTERPORT CRICKET.

SINGAPORE TO SEND A TEAM.

Cricket enthusiasts in this Colony will be interested to learn that there is a possibility of Singapore participating in the Interport Cricket Tournament to be held in Hongkong early in November. There seems to be every prospect of a really good team being selected at Singapore. The visit of the Singapore team will synchronise with that of the Shanghai team and there would thus be a triangular tournament.

* * *

Though there is only a matter of two months before us, Hongkong has not even started practice. It is true that the weather, either wet or sultry, offers no encouragement to young men to turn out at practice, but a good spell of practice is necessary if either Shanghai or Singapore is not to be allowed to carry off the cricket honours.

* * *

Since the conclusion of peace several well-known public school cricketers have made Hongkong their temporary home; we have also several old and well-tried cricketers who have played during the last two or three seasons, and, most favourable of all, the matches are to be played in Hongkong. But it is quite time to get busy at the nets if we want to win interport honours.

* * *

After 5.30 p.m. the weather is cool and half an hour's practice at the nets a day will enable the likely candidates to develop form, so that when the actual selections are to be made, Hongkong will not only have a first-class team, but several reserves to choose from in an emergency.

* * *

It is rather early in the day to suggest a likely team to represent Hongkong. The Colony possesses several first-class batsmen, good bowlers and fielders. From past observation, however, the lack of a good wicket-keeper in the Colony has been apparent and this is sure to trouble the selection committee considerably.

* * *

INTERPORT TENNIS

With regard to the Interport Tennis, the Hongkong Lawn Tennis Association, a new organization, has the matter in hand. Shanghai has not given a definite promise to send representative tennis players but will be glad to do so if it can be managed. A letter to that effect has been received. No statement has been made yet as to the number of players, or under what rules the games would be played. The Hongkong Association has recommended two doubles pairs and two singles players. The association, at a meeting held on Monday, decided to formally invite a team from Shanghai this autumn.

NOT OUT.

LANE, CRAWFORD AND COMPANY

SUMMER SALE

SPECIAL OFFER OF

CHILDREN'S DRESSES and HATS

AT HALF PRICE

GREAT REDUCTIONS ON THE ENTIRE STOCKS

IN OUR LADIES' & CHILDREN'S DEPARTMENT.

JUST RECEIVED

BROADWOOD PIANOS

Specially made for this climate.

The Anderson Music Co., Ltd.

Wm. Powell Ltd.

TELEPHONE 346

(14, Des Voeux Road).

GREAT CASH SALE OF GENTLEMEN'S GOODS

NOW PROCEEDING

Bargains in

SHIRTS, PYJAMAS, SOCKS, UNDERWEAR, SHOES, ETC.

NEW ADVERTISEMENTS

NOTICE.

WE have this day established ourselves as Consulting Engineers and Surveyors.

BEST & MAY,
13, Chater Road.

Hongkong September 1st, 1920. 1406

NOTICE.

THE FRENCH CONVENT SCHOOL at Causeway Bay re-opens on MONDAY, SEPTEMBER 6TH.

REV. MOTHER SUPERIOR,
St. Paul's Institution.
[1407

WANTED.

WANTED by firm of Solicitors in Hongkong A SHORTHAND-TYPIST — Apply by letter to Box No. 1408.

Care of "Daily Press" Office.
[1408

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DILWARA"

Arrived Hongkong on Aug. 31st, 1920.

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo:—
From Persian Gulf ex s.s. B. I. S. N. and B. & P.S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions have been given to the contrary six hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS.

All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godown.

MACKINNON, MACKENZIE & CO.,
Agents.

Hongkong, August 31st, 1920. [1410

NOTICE TO CONSIGNEES

S.S. "WEST CADDOA" VOY 3-HOME

FROM SAN FRANCISCO via HONOLULU, JAPAN PORTS, SHANGHAI and MANILA.

THE above-mentioned vessel having arrived from the above-mentioned Ports, Consignees of cargo are hereby informed that their Cargo will be landed at their risk into the Pacific Mail Steamship Company's Godowns at West Point, and stored at Consignees' risk.

Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on Sept. 6th, at 10 A.M. and Sept. 7th, at 10 A.M.

All Claims must be presented within a week of the Steamer's arrival here, after which they cannot be recognized.

No Claim will be admitted after the goods have left the Godowns, and all goods remaining undelivered after Sept. 7th, will be subject to rent.

No Fire Insurance will be affected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL STEAMSHIP COMPANY.
Hotel Mansions.

Hongkong, August 31st, 1920. [1411

NOTICE TO CONSIGNEES.

S.S. "WEST INSKIP" VOY. 3-OUT.

FROM SAN FRANCISCO, via HONOLULU JAPAN PORTS, SHANGHAI and MANILA.

THE above-mentioned vessel having arrived from the above-mentioned Ports, Consignees of cargo are hereby informed that their Cargo will be landed at their risk into the Pacific Mail Steamship Company's Godowns at West Point and stored at Consignees' risk.

Consignees of Cargo are hereby notified that the above vessel has brought Cargo from Manila ex the S.S. "ELKRIDGE" Voyage 1-Out on which General Average of 12½ per cent. was declared and that before delivery of Cargo can be given Consignees must sign General Average Bond, furnish completed Valuation Statements and pay a General Average contribution of 12½ per cent. of the invoice value of the Goods, c.i.f. Hongkong.

Consignees of cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns where they will be examined on Sept. 6th, at 10 A.M. and Sept. 7th, at 10 A.M.

All claims must be presented within a week of the steamer's arrival here after which they cannot be recognised. No claim will be admitted after the goods have left the Godowns, and all goods remaining undelivered after Sept. 7th will be subject to rent.

No Fire Insurance whatever will be affected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

Hongkong, July 5th, 1920. [1164

PACIFIC MAIL STEAMSHIP Co.,
Hotel Mansions.

Hongkong, August 31st, 1920. 1412

NOTICE.

MR. CHARLES ALBERT BANNERMAN BROOKE has been admitted a Partner in our Firm as from APRIL 1st, 1920. The name of the Firm will remain unaltered.

[illegible] & CO.

Hongkong, August [illegible], 1920. [1398

NEW ADVERTISEMENTS

NOTICE.

THE GREEN ISLAND CEMENT CO., LTD.

AN INTERIM DIVIDEND of Fifty Cents per Share has been declared for the half-year ending 30th, June, 1920.

Such Interim Dividend will be Payable on and after THURSDAY, 17TH SEPTEMBER, 1920, at the Offices of the Company, where Shareholders are requested to apply for Warrants.

The REGISTER OF SHARES of the Company will be CLOSED from 6th to 16th September, 1920, (both days inclusive) during which period no transfer of Shares can be registered.

By Order of the Board of Directors,
SHEWAN, TOMES & CO.
General Managers.

Hongkong, August 31st, 1920. [1413

WISEMAN LIMITED.

NOTICE TO SHAREHOLDERS.

THE SIXTEENTH ORDINARY ANNUAL MEETING of the SHAREHOLDERS in the above Company will be held at the Company's Office 14, Des Vœux Road, Central, Hongkong, on MONDAY, 20th day of SEPTEMBER, 1920, at 12.30 o'clock in the afternoon, for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July, 1920.

The TRANSFER BOOKS of the Company will be CLOSED from 13th to 20th September, 1920 both days inclusive.

By Order,
D. K. KHARAS,
Secretary.

Hongkong, August 31st, 1920. [1409

NOTICE TO CONSIGNEES.

OCEAN STEAM SHIP COMPANY, LTD.

AND

CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer

"EURYPYLUS"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after September 1st.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and Noon within the free storage period.

No Claims will be admitted after the Goods have left the steamer's Godown, and all goods remaining undelivered after Sept. 7th, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before Sept. 21st, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, August 31st, 1920. [1414

NOTICE.

HONGKONG HOTEL COMPANY, LIMITED.

AN INTERIM DIVIDEND of $5 per Share has been declared for the half-year ending 30th June, 1920.

Such Interim Dividend will be Payable on and after TUESDAY, SEPTEMBER 14TH, 1920, at the Offices of the Company, where Shareholders are requested to apply for Warrants.

The REGISTER of SHARES of the Company will be CLOSED from 7th to 14th SEPTEMBER, 1920 (both days inclusive) during which period no transfer of Shares can be registered.

By Order of the Board of Directors.
J. H. TAGGART,
Manager.

Hongkong, August 31st, 1920. [1401

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

THE CERTIFICATE No. 1004 for one silver share No. 100 now converted into 5 gold shares in this Society standing in the name of GEORGE BEETON ALDERSON of Alexandria has been LOST, and if at the expiration of one month from the date hereof the above document be not forthcoming the said certificate will be deemed cancelled and of no effect and a certificate for the 5 gold shares will be issued in its stead by the Society.

PAUL LAUDER,
for General Manager.

Hongkong, August 14th, 1920. 1336

To AGENTS.

INCREASE IN TRANS-PACIFIC FARES.

EFFECTIVE on and after the 15th September, 1920, for all sailings on and after that date, First and Second Class, and First Class servants fares from Oriental Ports to Pacific Port of steamer's destination in Canada or the United States and Honolulu are increased Twenty per cent.

Increase applies to all fares named whether for ordinary, special or suite accommodation.

Passengers who have made deposit securing passage will be protected at old fare for sailings up to 31st, December, 1920, provided balance of passage money is paid by 15th September, 1920.

CANADIAN PACIFIC OCEAN SERVICES, LTD.
CHINA MAIL STEAMSHIP CO.
NIPPON YUSEN KAISHA.
PACIFIC MAIL STEAMSHIP CO.
TOYO KISEN KAISHA.

Hongkong, August 25th, 1920. 1386

BRITISH CONCESSION, SHAMEEN-CANTON.

FOR SALE LOT No. 82, immediately behind the Russian Consulate, with an area of 12,645 square feet, measuring 90 x 104 feet, frontage to creek, which is adjacent to Western Exit leading to Coast Boats' berths, Shameen Railway and Grand Trunk Line to Hankow, now in construction.

Apply to—
HERBERT DENT & CO.
[1371

PREPAID "WANTED" ADVERTISEMENTS.

ADVERTISEMENTS of the "Wanted" variety will be inserted under the above special heading at a charge of

$1.00 FOR THREE INSERTIONS

if they do not exceed 25 words in number and are PREPAID.

An additional charge of 50 cents will be made if the instructions for insertion are not accompanied by cash.

Advertisers requiring their advertisements under this head must give instructions accordingly, otherwise the advertisements will be regarded as intended to be displayed and charged at the usual rates.

Letters are lying at this Office for

☞ Boxes P. Q. AD. AP.

WANTED.—Position by an EXPERIENCED BOOKKEEPER, employed at present, well conversant in Accounting and General Office Work. Good References, Moderate Salary expected. Apply Box AK, Daily Press Office.
[54

DIOCESAN BOYS' SCHOOL, HONGKONG.

NEXT TERM begins on MONDAY SEPTEMBER 13TH, 1920.

An Examination for new boys will be held on SATURDAY, SEPTEMBER 11TH at 9 A.M. All names of new boys, Boarders and Day Boys, should be sent in by SEPTEMBER 11TH.

All Fees are payable quarterly or half-yearly in advance.

Parents and Guardians can see the Headmaster any morning September 6th-11th, between the hours of 10 A.M. and 12 Noon, or at other times by appointment.

REV. W. T. FEATHERSTONE,
Headmaster.

Hongkong, August 28th, 1920. [1392

WANTED.

AN ELECTRICAL or MARINE ENGINEER is required as a Shift Engineer at the Generating Station of the HONGKONG ELECTRIC CO., LTD., North Point. Apply in writing accompanied by details of experience and copies of testimonials to—

The Manager,
HONGKONG ELECTRIC CO., LTD.,
St. George's Buildings.
[1354

WANTED.

WANTED position by an experienced Export man who is also well acquainted with Piecegoods and General Import. Able to correspond in the most important commercial languages: perfect knowledge of Chinese. Can bring good Foreign connections. No objection to outports.

Apply—
Box 1355,
Care of "Daily Press" Office.
1355

WANTED.

A GODOWN of about 4,000 square feet of floor space on or near the Water Front.

Apply to
P. O. Box No. 5.
[1383

GODOWN.

WANTED. To rent or if necessary to buy a Spacious Godown facing the water front at West Point or Wanchai.

Reply to—
Box 1380,
Care of "Daily Press" Office.
1380

FOR SALE

LAND at Kowloon, about 16,945 square feet, in a very desirable position for European dwellings.

For full particulars apply to:—
LINSTEAD & DAVIS,
Alexandra Buildings,
Hongkong.
[1385

FOR SALE.

NEW and COMPLETE PLANT including Wilfley Table for crushing and concentrating Ore. Just arrived.

For particulars apply—
CARVALHO & COMPANY,
Machinery Department.
[996

FOR SALE.

NO. 1, STEWART TERRACE, 67, The Peak.

Apply to—
HUMPHREYS ESTATE & FINANCE CO. LTD.,
Alexandra Buildings.
1381

ST. JOHN'S CATHEDRAL.

ORGAN RECITAL

MONDAY,
SEPT. 6TH
AT 9.15 P.M.

1393

INTIMATION

It is generally admitted that most Whiskies have now a "Post-War Weakness."

It is claimed that

WATSON'S

E

WHISKY

still maintains its high standard of quality. The same blend, same good old age—mellowness, character and fine flavour—Forty years' reputation.

A. S. WATSON & CO., LTD.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED 1841.

[11

BIRTHS.

BJERRE.—At Shanghai, on August 25th, to Mr. and Mrs. V. K. BJERRE, a daughter.

DONNELLY.—At Bognor, Sussex, England, on August 21st, the wife of IVON A. DONNELLY, of a daughter.

GORDON.—At Shanghai, on August 25th, the wife of E. H. GORDON, a daughter.

HONGKONG OFFICE: 10A, DES VOEUX RD. C
LONDON OFFICE: 131, FLEET STREET, E.C

The Daily Press.

HONGKONG, SEPTEMBER 1ST, 1920.

THE KOREAN INDEPENDENCE AGITATION.

FROM time to time we receive through the post voluminous communications addressed from "The Bureau of Information of the Republic of Korea," whose letter headings bear no other address than a box number at the Chinese Post Office in Shanghai. At a time when Seoul and Tokyo were giving forth to the world sensational news of a plot to bomb the party of members of the American Congress who had arranged to visit Korea, we received from the "Bureau of Information of the Republic of Korea" printed copies of a petition which "20 millions of Korean people" were to present to the American visitors, and a letter which the Korean Women's Patriotic Organisations intended to present. These communications were accompanied by a letter which informed us that the alleged plot by the Koreans to "wreck the train conveying the American party, in order to produce international complications" was entirely groundless, "for the simple reason that the Koreans better understand their honourable visitors than the Japs do, and are fully aware what the American people have done and are doing for them in their present struggle for freedom." But since that was written the following statement has been issued by the Korean Police Bureau:—"A plot against the American Congressional Party by desperate Koreans has been nipped in the bud. Some time ago thousands of leaflets containing inflammable literature, were secretly distributed throughout Korea by a member of the Korean Nationalist League, whose headquarters are in Manchuria. Extensive police raids in Seoul on the night of 21st August resulted in the arrest of a dozen desperadoes, including the leader of the gang. Bombs and revolvers were found. The arrested men confessed that they intended to throw bombs at the Congressional Party on the occasion of their arrival at Seoul, and also at the Government-General Building and the police stations, in order to create complications in the relations between America and Japan, and also to plunge the Koreans into a state of unrest, thus accelerating the Independence movement. More arrests are expected." Members of the Congressional Party visited Korea but nothing untoward occurred, though Reuter reported that a rail was discovered dislodged near Pingyang and it was believed that it was an attempt to wreck the train in which the party were travelling. The police however were prepared for any emergency. The Seoul police, the telegram adds, cleared the streets and evicted thousands of persons just prior to the arrival of the party, but the members of the party saw nothing of this. We have heard nothing of the actual presentation of the petition of the "20 millions of Korean people" or of the letter of the Korean Women's Patriotic Organisation. Both apparently were composed by Koreans educated in the United States, and they make a strong appeal to American sentiment. The Korean people now struggling for liberty, the petition says, "offer thanks to God on High for the auspicious occasion" of a visit by the most respected and trusted representatives of the American people "the champion and martyr of liberty." It recalls how the Korean people have trusted the American people; how the last EMPEROR, in an effort to retrieve the fast dying State, sent an American missionary to the Government at Washington to appeal to the sense of justice and fairplay of the American people on the strength of their Government's promised word to use its good offices on behalf of the Korean people if informed of the case; and finally it says the Korean people have almost childishly trusted, ever since the beginning of the Independence movement in March 1919, to "the humanity of President WILSON, and that great body of illustrious men, of which you are a part, and the great American people." There is invective in the petition but very little argument calculated to impress the visitors. The petition admits that the great material improvements which the Japanese officials will doubtless show to their guests—"beautiful roads, forest-covered hills, steam-puffing locomotives, beautiful buildings, and what not"—are "a credit to our masters," but the motives behind all this and "the sacrifices forced and conscripted from the Koreans," the petition says, "cry out before GOD and man." There are references to "the irresistible spirit for liberty" shown by the Koreans, and to "the equal obstinacy of the Japanese Prussianism." One thing on which many impartial students of the Korean Question seem agreed is that the Korean will not become a Japanese any more than the Irishman will become an Englishman. Assimilation in this sense seems impossible and experience tends to show that the more Japan educates the Koreans the stronger is their spirit of independence likely to become. One writer of a recent explanation and defence of Japanese policy in Korea says: "The education which Japan has given to the Korean during the past ten years has imparted to him a spirit, a bravery, an ingenuity that he has not shown for centuries," and a Dr. HARDIE is quoted as having told one of the chief officials at the time of the late revolutionary demonstrations that what was coming out was simply what the Japanese and missionary educators had imparted to the Koreans in the past few years. It is an experience common to all Asiatic Colonies. The Koreans are probably less capable of self-administration than any other Asiatic race, and while the American visitors, no doubt, sympathise with the native aspirations for liberty and independence, they doubtless recognise, as they have done in the case of the Filipinos and the Hawaiians, that the time has not yet arrived when the concession can be advocated with confidence that it would be to the best interests of the people themselves and to the general peace of the Far East.

The Green Island Cement Co., Ltd., announce an interim dividend of 50 cents per share for the half year ended June 30th.

For the week ended August 28th there were reported in the Colony two cases of enteric fever, one case of diphtheria, one case of paratyphoid, one case (one death) of cerebro-spinal fever and three deaths from influenza.

The new Bandmann Company are now in the Straits Settlements. Among the plays in their repertoire are "Nothing but the Truth," "The Naughty Wife," "Billeted," and "The Rotters."

The return of the Frawley Company to Hongkong for two nights only is announced in our to-day's advertisements. On Friday they play "A Pair of Fours" and on Saturday "Paid in Full." Both plays are new to Hongkong.

Direct train service between Wuchang and Changsha on the Canton-Hankow Railway has been resumed, arrangements having been completed by Dr. Yen Te Ching, managing director, and General Tan Yen-kai of the Southern forces now occupying Changsha, Hunan.

The Tsu Hsin Company, incorporating the Hupeh Government Cotton Mill of Wuchang with a capital of $1,000,000, has closed a very successful year ending the sixth moon of the lunar year. The profit of the four departments of the Tsu Hsin Factories amounted to $3,300,000.

An official communication to the Canton papers states: The Military Governor has instructed the Commissioner for Foreign Affairs to communicate with the Consuls that no foreigner shall be allowed to hunt or to sail motor boats in the several districts of Kwangtung at present because of the proclamation of martial law.

Yesterday being the birthday of Her Majesty the Queen of the Netherlands, the Consul-General, Mr. G. Hamel, was "At Home" at his office yesterday morning. Among those who called to offer their felicitations were the A.D.C. to H.E. the Governor, H.E. Major-General Ventris, and the Consuls of various countries. The Dutch flag was much in evidence, flying from all the Dutch commercial and business houses, in honour of the occasion.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—Dairy Farm Co., Ltd., $100; Canadian Pacific O. S., Ltd., $50; Pentreath & Co., $50; China Mail Steamship Co., Ltd., $25; Hastings and Hastings, $25; Thoresen & Co., $25; Carvalho & Co., $10; Geo. K. Hall Bruton & Co., $10; Ullmann & Co., $10; Holland Pacific Trading Co., $10; Lawrence Gibbs, $10; N. S. Moses & Co., $10; Northwest Trading Co., $10; Banker & Co., $5; Thos. Cook & Son, $5; Connell Bros. Co., $5; China Merchants S. N. Co., Ltd., $5; T. M. Gregory, $5; A. B. Moulder & Co., $5; and T. Pursumull, $2.

Mr. Wen Tsung-yao, Minister of Foreign Affairs of the Military Government, at Canton, in a reply to the Acting Japanese Consul General in Canton, relative to the recent search of the *Lingnan Sinpao*, a Japanese-owned Chinese daily newspaper, and the arrest of three Chinese, who claimed to be Japanese subjects, has raised several points which will greatly uphold Chinese sovereign rights says the *Canton Times*. Mr. Wen points out that foreigners may publish newspapers in Chinese territory, but publications cannot go against existing authorities and local policy; that a foreign publication, which after being warned by the Chinese authorities, through the foreign consul concerned, against publishing certain things, yet still acts contrary to local policy, is subject to local interference; that a Chinese may be naturalized in a foreign country, but, when residing in China, is subject to Chinese laws. Mr. Wen charges the *Lingnan Sinpao* with being an organ of Chen Chiung-ming for the purpose of spreading sedition in Canton.

Mr. Nieh Yun-tai, better known as Mr. C. C. Nieh, the proprietor of the Heng Foong Cotton Mill, has been elected as chairman of the Chinese Chamber of Commerce at Shanghai. Mr. Ching Zung-ching, a prominent banker, was elected vice-chairman. Mr. Nieh's election as chairman will be received by both Chinese and foreigners alike with favour, says the *N.-C. Daily News*, as he is popular with all sections of the residents of the Settlement. Dissociated from Chinese politics, Mr. Nieh has untiringly worked for the interests of his country and people. He is one of the captains of Chinese industry, and at present is proprietor of the Heng Foong Cotton Mill, managing director of the Great China Cotton Mill, chairman of the Chinese Cotton Mill Owners' Association, president of the Chung Mei Trading Corporation, and has large interests in other lines of business as well as cotton. He is chairman of the Board of Directors of the local Chinese Young Men's Christian Association, treasurer of the National Committee of Y.M.C.A.'s in China, a member of the board of directors of the World's Chinese Students' Federation, and is a committee member of at least a score of other societies and organizations.

TYPHOON WARNING.

The telegram quoted below was received by the American Consulate-General, Hongkong, from the Manila Observatory at [illegible] noon, yesterday:—

Cyclone or typhoon West of Luzon more than 100 miles distant, developing.

Typhoon in about 130deg. Long. E. 18deg. Lat. N. moving W.N.W.

THE ROYAL AIR FORCE MEMORIAL FUND.

Mr. D. K. Blair, Hon. Treasurer of the Aero Club of Hongkong, desires to acknowledge the following further subscriptions to the above Fund:—

Mr. B. Anonymous	[illegible]
Mr. A. O. Lang	[illegible]
Mr. A. F. Arculli	[illegible]
Messrs. Arculli Bros.	[illegible]

CABLES.

EARLIER CABLES.

[THROUGH REUTER'S AGENCY.]

INTERNATIONAL COMMISSION OF EMIGRATION.

LABOUR BUREAU ISSUES QUESTIONAIRE.

GENEVA, August 29th.

In conformity with the resolution adopted by the International Labour Conference at Washington in 1919, an International Commission of Emigration has been constituted, composed of one-third Government delegates, one-third workers' delegates and one-third employers' delegates. Brazil, Canada, China, France, Japan and India have nominated Government representatives. Australia, Germany, the United States, Poland, Italy and Sweden have nominated workers' delegates. South Africa, the Argentine, Spain, Greece, Czecho-Slovakia and Switzerland have nominated the employers' delegates.

The presidency of the Commission has been assigned to Viscount Cave, of Great Britain.

The International Labour Bureau has addressed a comprehensive questionaire on the subject of emigration to the forty-two Governments which are members of the League of Nations. The first task of the Commission will be to collate all reliable information for the benefit of all. The questionnaire aims, principally, at obtaining intelligence regarding the present situation in each State on emigration and immigration of workers and the laws in force relating to these matters. The opinion of each Government is sought on a large number of questions, concerning all aspects of the emigration problem, the possibility of harmonising the diverse wages and the international co-ordination of legislation. The Governments are requested to reply before October 15th.

It has been arranged for the Commission to meet in the Spring of 1921 at Geneva.

RIOTS IN IRELAND.

WOMEN AND CHILDREN TAKE PART.

LONDON, August 29th.

A mob at Belfast last night attacked and partially wrecked a small police station and some Unionist houses. There was a veritable pitched battle between rival factions in which paving stones were used indiscriminately. The police and the troops charged the combatants with the bayonet, but fighting was resumed and increased in fierceness shortly afterwards. The troops ultimately fired, wounding six.

A feature of the fighting was the number of women and children participating using heavy weapons and supplying their menfolk with missiles.

6 KILLED: 50 INJURED.

LONDON, August 29th.

Six persons were killed and 50 injured in yesterday's Belfast riots. The troops used armoured cars and machine-guns.

NEW YORK PRO-IRISH STRIKE.

NEW YORK, August 29th.

All the big British liners scheduled to sail to-day got away, except the *Pannonia* whose firemen walked out in sympathy with the pro-Irish strikers. Hundreds of longshoremen have returned to work, and the only piers still deserted are those of the White Star Line.

OBITUARY.

PARIS, August 29th.

The death is announced of Cardinal Jette, Archbishop of Paris.

DISARMING GERMANY.

NOTICES POSTED IN BERLIN.

BERLIN, August 30th.

In conformity with the Spa Agreement notices have been posted on the walls of the city ordering disarmament which must be carried out between September 15th and November 1st.

One hundred marks are offered for every rifle given up. All arms surrendered will be destroyed. Heavy penalties are imposed on the failure to comply with the order, including imprisonment and a maximum fine of 300,000 marks.

FRANCO-BELGIAN TREATY.

ADOPTED BY BELGIAN CABINET.

PARIS, August 27th.

The *Journal* publishes a message from Brussels stating that the Belgian Cabinet has unanimously adopted the Franco-Belgian Treaty of Alliance.

PORTUGAL'S FOOD CONTROLLER.

LISBON, August 27th.

The Government has appointed Alvaro Deladerda, General Manager of Messrs. Sandeman Brothers, as Food Controller.

GERMAN WORKMEN AMUCK.

DESTROY SEAPLANES AND TORPEDO-THROWERS.

BERLIN, August 27th.

The employees of the Fintech firm at Fuerstenwalde have destroyed 4 seaplanes and 28 torpedo-throwers which were to be delivered to the Allies.

"SQUARE OF NATIONAL VENGEANCE."

WHERE TSAR WAS MURDERED.

LONDON, August 29th.

The crop of new accounts of how the Tsar met his death, recently appearing in the prominent papers, mostly agree in the main features, but Captain Francis McCullagh, a British Officer, who has recently returned from Siberia where he lived in disguise last Spring, has given Reuter fresh particulars. He states that in July, 1918, the Soviet Government approved of the Tsar's trial and sentence. In September, 1919, the same Government announced in the official newspaper *Pravda* that the Tsar's murderer had been tried at Perm and executed for this crime.

Captain McCullagh, however, states that he had a talk with the murderer in March last who was then occupying a responsible position under the Soviet at Ekaterinburg. The man's name is different from that published in the *Pravda*, but the Bolsheviks pointed him out as the Tsar's murderer.

This was confirmed by an important Soviet Government official Efraim Efraimouv, head of the Russian Socialist telegraph agency. There is also other corroborative evidence of identification. The square opposite the house where the murder was committed is now named "The Square of National Vengeance."

FUTURE OF NEW HEBRIDES.

FRENCH SUGGESTION OF LINKING UP WITH OTHER POSSESSIONS.

PARIS, August 30th.

A *Temps* article on New Hebrides, in admitting that the Condominium regime works badly, suggests that, in exchange for linking up New Hebrides to the French possessions in the Pacific, France should pledge herself to a system of economic association and naval association with Australasia, and assure the Australians that commercial liberty would be respected and no Asiatic immigration would be tolerated. The article concludes that the smarting sore of the Condominium will only disappear if England is prepared for the rejuvenation of the Franco-British Alliance outside Europe.

SITUATION IN MESOPOTAMIA.

ANGLO-PERSIAN OIL CO'S INSTALLATION LOOTED.

LONDON, August 30th.

The War Office *communiqué* says that the situation in Mesopotamia has not materially changed. The Baghdad-Mosul Railway was cut on August 23rd, but communication has been restored. Increasing restlessness is shown in the Samara and the Sulimaneyeh Divisions. Captain Lloyd J. Strachan, the other officials and the wife of the late Mr. Buchanan all of whom the Arabs have captured are reported to be near Deli Abbas. They are reported to be treated well. The employees of the Anglo-Persian Oil Company at Naftkhana are reported to be safe, but the installation there has been looted.

THE OLYMPIC GAMES.

ROWING RESULTS.

ANTWERP, August 29th.

In the finals of the Olympic Rowing Eights, America was first, and Great Britain, second. Time: 6min. 5secs.

In the Double Sculls, America was first, Italy second, and France third. Time: 7min. 9secs.

SWIMMING RACE.

The hundred metres swimming race was won by Kakanamaku in 1min. 1 2-5secs.

POLAND AND RUSSIA.

BOLSHEVIK CHARGE AGAINST POLISH DELEGATION.

WARSAW, August 29th.

As a result of the Polish Delegation at Minsk using the telegraph, they have been described as spies by the Soviet Government and the mast of the wireless station at Minsk has been broken under suspicious circumstances. The Polish Government has telegraphed to the Bolshevik Foreign Minister that the venue of the peace negotiations must be changed, proposing Riga.

BRITISH LABOUR AGITATION.

PROTEST AGAINST GENERAL STRIKE.

LONDON, August 28th.

The Executive Council of the Social and Democratic Federation and the National Socialist Party has passed a resolution protesting most strongly against anything in the shape of a mass strike or a general strike, which cannot fail to inflict privation and misery upon the entire population and may lead to anarchy and civil war when political action was at their disposal which would shortly bring about what all were striving for.

FAR EASTERN CABLE NEWS.

JAPAN AND THE ANFU REFUGEES.

THE RIGHT OF ASYLUM QUESTION.

[FROM OUR OWN CORRESPONDENT.]

PEKING, August 30th.

The Japanese Legation has addressed a Note to the Chinese Government regretting that the latter had disapproved of the Japanese attitude regarding the Anfu refugees in the legation. The note declares that these men were given asylum because they were political refugees, and Japan declines to surrender them on criminal or other charges.

[BY COURTESY OF THE "CHINA MAIL."]

DARING ROBBERY AT SHANGHAI.

EUROPEAN SHOT.

SHANGHAI, August 31st.

A daring robbery was committed in a Chinese curio and jewellery store. Mr. Young, a foreigner, was shot and seriously wounded. A shop assistant decamped with jade stones to the value of Ts. 5,000. The police are on the alert.

[THROUGH REUTER'S AGENCY.]

JAPANESE DIPLOMATISTS IN MARSEILLES.

MARSEILLES, August 27th.

Five Japanese diplomatists have arrived here by the *Awa Maru*, after visiting Paris, to represent Japan at the International Conference at Madrid on October 1st.

RISING OF BANDITS IN KWANGTUNG.

TO OVERTHROW MILITARY GOVERNMENT AT CANTON.

There was a report current last night in Hongkong that a large number of bandits in the Kwangtung province had banded themselves together, and had commenced a campaign having for its object the overthrow of the Military Government at Canton. No definite confirmation of the report was available, but it was learned that bandits had created considerable commotion in a place near Kongmoon and that they had declared themselves against the Military Government. One of the chief reasons for this attitude of the bandits is believed to be the military campaigns undertaken by the Government. Then the bandits are said to be opposed to the idea of having Kwangsi men in control of affairs in Kwangtung.

VICTORIA RECREATION CLUB

NIGHT SWIMMING FETE.

A record gathering was present at the Victoria Recreation Club, last night, when the third swimming *fete* of the season was held. The Committee of the Club had made use of all available space with advantage and accommodation was taxed to its utmost. The various events attracted good entries and were as enjoyable and as interesting as at the previous *fetes*. Chief interest was centred in the Two Lengths Team Race, the Club winning the event from the British Boys' Club by just two-fifths of a second. The Chinese Y.M.C.A. was third. The one-length Scratch Race was secured by Johnstone who beat Taylor by one-fifth of a second. Jack was third, losing second place by also one-fifth of a second. An innovation was the Ladies' High Dive in which the competitors proved quite adept. Miss B. Jennings was first and Miss V. Young second.

The following were the results:—

GIRLS' TWO LENGTHS HANDICAP.—1, Miss Norah Pile; 2, Miss Daisy Witchell.

BOYS' TWO LENGTHS HANDICAP.—1, Colin Cropley; 2, R. Leach.

ONE LENGTH FINAL.—1, J. R. Johnstone; 2, W. Taylor; 3, G. Jack. Time: 11 4-5secs.

LADIES' HIGH DIVE.—1, Miss B. Jennings; 2, Miss V. Young.

TWO LENGTHS CLOTHES' RACE.—1, G. Hall; 2, R. V. Frost.

FINAL TEAM RACE.—1, V.R.C.; 2, British Boys' Club. Time: 2mins. 27 3-5secs. The V.R.C. team (J. Johnstone, D. Laing, F. Roza Pereira, R. J. W. Tatam and A. Botelho); British Boys' Club (G. A. Jack, D. Lyon, W. Taylor, V. Ramsey, and M. L. Railton).

MIXED TEAM RACE.—1, Miss C. Smith, J. Johnstone, D. Laing and Miss B. Jennings; 2, Miss A. Tollan, D. Lyon, G. Jack and Miss R. Young.

RUNNING HEADER FROM SPRING-BOARD.—1, D. Laing; 2, G. Jack.

MIXED FOUR LENGTHS LOTTERY RACE.—1, Miss A. Tollan; 2, G. Ramsey.

HONGKONG SANITARY BOARD

TREATMENT OF HYDROPHOBIA.

The fortnightly meeting of the Sanitary Board was held yesterday evening. Mr. G. R. Sayer presided and there were also present Mr. A. H. Hollingsworth, Dr. W. V. M. Koch, Mr. S. W. Tso, Dr. Pearse (Medical Officer of Health) and Mr. C. M. W. Reynolds (secretary).

Dr. W. V. M. KOCH, pursuant to notice, asked:—

"Will the Head of the Sanitary Department ascertain for the information of the Board what steps are being taken for the treatment of cases of Hydrophobia in the Colony?"

The CHAIRMAN: Pending the arrival of instruments to enable the Bacteriologist to prepare anti-rabic material himself the Pasteur Institute of Saigon has been requested to send one cord monthly which the Bacteriologist will emulsify and keep for treatment of any patients who may apply for it. The instruments are on order from London.

Dr. KOCH: With reference to the answer to my question, are we to understand that the Government is willing to undertake the preparation of this emulsion, as it is called?

The CHAIRMAN: Yes. The Government is prepared.

Dr. KOCH: It is entirely one man's work and it will be heavy on the Government Bacteriologist if he was to combine this with his ordinary routine work.

The CHAIRMAN: The instruments are on order from London. The Government Bacteriologist will then be able to prepare his own cords.

RESTRICTIONS ON THE IMPORTATION OF DOGS.

Dr. PEARSE, Medical Officer of Health, said in regard to the regulations governing the importation of dogs in the Colony:—In view of the public interest being taken at present in the subject of Rabies I wish to take the opportunity of drawing public attention to the Regulations under which dogs may and may not be imported into this Colony. In the first place it should be noted that the importation of dogs from Shanghai is at present entirely prohibited by order of the Governor in Council. From other parts of the world dogs may be imported subject to the following restrictions:—

(*a*) On production of a certificate from a Veterinary Surgeon, or a Medical Officer of Health or a British Consul, that no case of Rabies has been known to occur in any district in which the dog has been kept, for the six months prior to the date of shipment; and

(*b*) A statutory declaration by the Captain of the vessel (or by the importer if he has travelled with the dog) that no case of Rabies occurred on board during the voyage.

With regard to dogs imported from China the following additional regulation is at present in force:—"Until further notice no dogs brought from any part of China will be permitted to land in the Colony without the consent in writing of the Colonial Veterinary Surgeon." In default of the two above mentioned certificates (*a* and *b*) a dog must be placed in quarantine at the owner's expense for a period of three months from the date of importation. It is, however, provided that if the Colonial Veterinary Surgeon is satisfied that the certificate described in (*a*) above has not been supplied owing to ignorance of the local law on the part of the importer, and he is satisfied further *after due enquiry* that there is no reasonable fear of the dog having been exposed to any danger of contracting Rabies during the six months prior to date of shipment, a certificate under the hand of the Colonial Veterinary Surgeon may be accepted by the Captain Superintendent of Police in lieu of the certificate described at (*a*) above. I wish to draw special attention to this last proviso as it is evident that some persons think that the Colonial Veterinary Surgeon will issue such a certificate purely as a matter of form. This, however, is not the case. The Regulations are intended for the protection of the public, and those who wish to import dogs will be well advised to provide themselves beforehand with the certificates (*a* and *b*) if they wish to avoid having their dogs placed in quarantine.

OFFENSIVE TRADES.

With regard to Offensive Trade Licences Mr. HOLLINGSWORTH suggested that no permits should be granted for agricultural areas, as if buildings were constructed it would enhance the value of the land.

PLAGUE IN JAVA.

Dr. KOCH drew attention to the prevalence of plague in Java, saying that in a fortnight there were 159 deaths. He wished to know what steps the Colony intended taking with regard to quarantine.

The CHAIRMAN replied that it was the duty of the Dutch authorities to declare the port infected.

AMERICAN-JAPANESE RELATIONS.

PRESS WELCOME TO CONGRESSIONAL PARTY.

The *Yomiuri* and *Yamato*, two of the leading morning newspapers of Japan, issued on August 23rd special editions in English, dealing with the subject of American-Japanese relations. The editions are having a vast circulation. They are attractively illustrated and the typography is excellent.

The text includes articles from the pen of the Premier, Mr. Hara, Baron Shibusawa, the "Nestor" of Japanese Finance, Marquis Okuma, the ex-Premier, Mr. Junnosuke Inouye, Governor of the Bank of Japan, and other leading lights of politics, finance and commerce positively asserting and demonstrating the desire for the fullest understanding between America and Japan.

The editions are intended to welcome the American Congressional Party on the occasion of their visit to Japan, but they are really regarded as a valuable reflection of popular opinion in Japan.

The Government have issued a warning to Japanese newspapers against the publication of editorials which are calculated to create international discord or a false impression among the masses in Japan. The step has been taken because some newspapers recently entered for popularity by answering in kind, attacks by the Hearst newspaper in America, especially the California coast.

JAPAN'S TRADE BALANCE.

The *Tokyo Nichi Nichi* says:—During the first six months of the year imports exceeded exports to the amount of 477,000,000 yen. In the first six months of last year the excess of imports amounted to 220,000,000 yen, but on account of an increase in exports in the second half of the year, the excess for the whole year decreased to 77,000,000 yen. It is more than questionable whether this will be the case this year. The extraordinary advance in prices in Japan led to many orders from abroad, and it is a fact that arrivals are mounting up in the harbours. Except in a few cases where the orders have been cancelled, foreign goods will continue to arrive, and it is impossible to expect that imports will show a sudden decrease owing to the slump at home. On the other hand, export trade is in a serious condition. Its development was arrested last year when the total value of exports, amounting to 2,099,000,000 yen, showed an increase of 130,000,000 yen over the preceding year. This increase was due solely to the rise in prices, and as a matter of fact, the exports showed no increase in quantity. It goes without saying that exports have steadily decreased since that time, and though there are many unfavourable factors, there is not a single favourable indication regarding the future of Japan's export trade. It is inconceivable, therefore, that there will be such exports in the second half of the year as to offset the excess of imports for the first half-year. If this prediction proves wrong, it will be very fortunate for the country.

HOMEWARD PASSAGES.

Bombay, August 10th.—The Bombay Chamber of Commerce have expressed themselves strongly against any sort of State interference in the shipping trade, and view with disfavour the proposal of the tentative control of passages, by the Government of India. The Chamber agree with the views of the Government of India as to the desirability of discouraging, as far as possible, the tourist element from visiting India during the cold weather and state that they are opposed, on principle, to State interference with any section of the mercantile community. The Chamber points out the object of the proposed control, namely to enable persons of ill-health to secure earlier passages, can be attained by the co-operation of both the mercantile community and shipping companies, as was the case during war time. Enquiries of the leading shipping companies go to show that in August passages will be easily available, and the Chamber suggest Government should advise officers going on nine months' leave, etc., during the slack season, and they would co-operate by similarly advising members of the mercantile community to do so. The Chamber learn that in the Spring of 1921 the homeward programme of the shipping companies would be considerably improved. They, therefore, have urged the Government of India to leave the allotment of passages in the experienced hands of the shipping companies and not to introduce any form of control.

OPIUM IN CHINA.

THE VIEWS OF SIR WILLIAM COLLINS.

Much attention is being paid in England to the reported re-growth of the opium habit in China, says a London correspondent of the Asiatic News Agency. According to the Chinese Legation, however, the situation created by efforts to resume the cultivation of the poppy, even partially in China, is much improved. Sir William Collins, the great authority on the subject in England is not too optimistic on the general outlook. Here are his views:—

The production of Indian opium, as measured by the acreage, is increasing, and although the export of Indian opium to China is now forbidden, there is little doubt that the over-production of the stuff, beyond any conceivable legitimate use, causes a glut in the Malay Peninsula and Macao, and that some of this finds its way illicitly into China. As pointed out years ago, China is being drenched with British-made morphia; until recently, this went thither through Japan or through the post; of late it has probably gone [illegible] through the United States. The article I wrote last September in the *British Medical Journal* still represents the position qua the [illegible], and I have just had a letter from

(Continued at foot of next column).

"PEGGING" OF SILVER.

EXPECTED TO BENEFIT ORIENTAL COMMERCE.

NEW YORK, July 20th.

A severe slump in the gold price of silver, and an even more rapid recovery were the features of the past month in the international silver market. With the buying operations of the United States Treasury—under the provisions of the Pittman Act—holding the price of American silver at almost $1 an ounce, outside demand is expected to keep foreign silver in the same neighbourhood for some years to come.

The "pegging" of silver prices at this level will be rather beneficial than otherwise to Chinese and Indian prosperity, and to a less extent also to Japanese, in opinion of persons familiar with business conditions in the Orient. Hongkong and Shanghai have reported that eastern speculators had discounted actual happenings in the silver market months ago, and had made heavy contracts for future delivery on the expectation that the market would fall to about $1 an ounce.

Now that trade movements have set against the Orient, a decline in silver to far below the pegged price would undoubtedly occur were it not for the operation of the Pittman Act. With this act in force, however, China and India find that their medium of exchange has a gold value substantially greater than before the war, with the prospect of retaining that advantage for some time.

WAR MOVEMENTS IN SILVER.

The story of wartime fluctuations in the silver market is interesting. Early in the war Oriental exports began to exceed their imports, and soon the excess was heavy. In 1918 the Pittman Act was passed, under which a total of 270,000,000 ounces of American silver was melted down and sold at $1 an ounce, principally to the British Government for shipment to India. The bill also provided that the Treasury should later replace all silver sold with silver wholly mined and smelted in the United States, the price being $1 an ounce.

Meanwhile a considerable shortage of the white metal developed in China. When the embargo on silver was lifted in May, 1919, China began to buy in large quantities, and this and other factors combined to raise the price until in November, 1919, and again in January of the present year silver sold at $1.37 an ounce in New York.

TURN OF TRADE BALANCE.

Soon thereafter, international trade movements, which had been in favour of the Orient for several years previous, swung in the other direction, and the price of silver began to fall. By the beginning of June it had gone below 80 cents an ounce, while practical difficulties prevented the Treasury's buying from becoming a supporting factor. These difficulties were the requirements that silver bought by the Treasury should be entirely American in origin. Panicky days set in for those who had bought silver in the expectation that it would stay in the neighbourhood of $1 an ounce.

Then, on June 16th, the Treasury announced that it would buy from American smelters amounts of silver equivalent to amounts of American silver turned into them for refining, although any portion of the silver actually might be of foreign origin.

At the close of business that day, silver had sold at 80 cents an ounce, but following the announcement American silver jumped to somewhat more than 99 cents an ounce, and foreign silver to 90 cents. Since then the price of American silver has remained practically constant, while the trend of foreign silver has been firm.—*American Express Co. Bulletin.*

FEDERAL STATES FOR CHINA.

A HUNAN PROPOSAL.

Under the leadership of General Tan Yen-kai, acting Military Governor of Hunan, some leading officials have wired to Mr. Fan Yuan-lien, newly-appointed Minister of Education of the second China Cabinet, urging him not to accept office but to return to his native home in Changsha for the purpose of co-operating with the members of the Provincial Assembly in drawing up a federal constitution for Hunan.

The senders of the telegram state that one of the important conditions of the South-Western provinces for the restoration of domestic peace and union is the establishment of federal states for the Chinese Republic after the model of the United States of America and the Commonwealth of Australasia, because it is believed that the vast difference of customs, habits and manners of the peoples of the various provinces of China signify that they may be better governed by the concentration of power in the hands of the Central Government in Peking and that, as an experiment, Hunan intends to lead the way to federation.

In a telegram to General Tan General Li Lieh-chun, former Military Governor of Kiangsi, who is now in Szechuan, serving as Military Assistant to General Tang Chi-yao of Yunnan, who has now conquered the whole province of Szechuan, says that General Tang and he himself are in favour of the establishment of federal states for China, and he says that this will probably be placed before the northern peace delegates for discussion and consideration after the re-opening of the domestic peace conference in Shanghai or Nanking. General Tang is now in full control of the provinces of Yunnan, Kweichow and Szechuan.

Dr. Wu Lien-teh (M.D., Cantab), of Peking, dated February 2nd, in which he says: "I enjoyed reading your article in the *B.M.J.* of September 20th. It puts the latest phase of the question in a nutshell. We owe you a debt of gratitude for the constant care with which you have watched our interests both in and out of Parliament. Nothing short of a control of manufacture in Great Britain will stop the evil."

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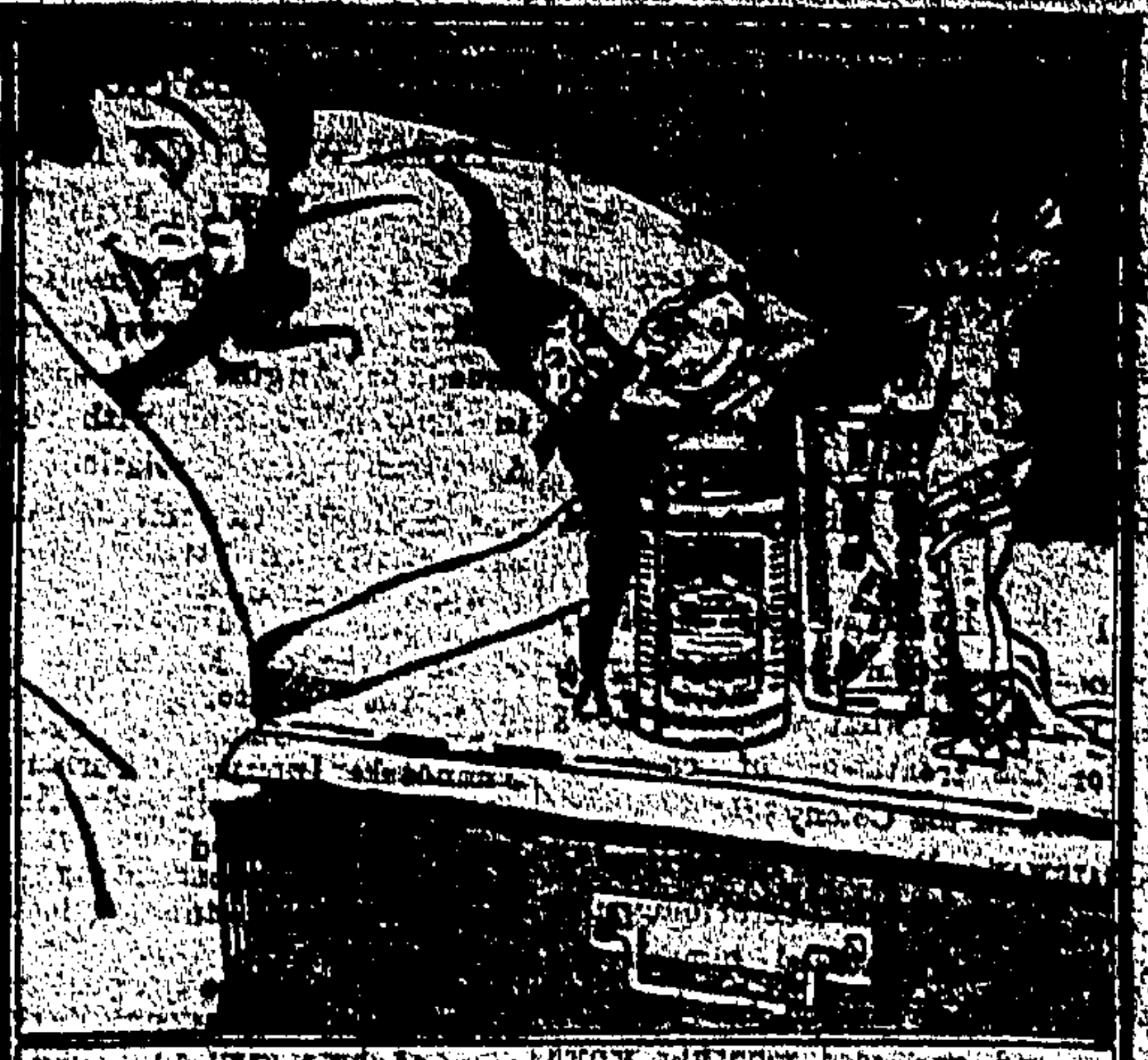

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THE LOVE OF A GOOD WOMAN.

INSTINCT, DESIRE, AND HONOUR.

[BY AGNES EGERTON CASTLE.]

Practically all critics of the new drama at Drury Lane, "The Garden of Allah," are agreed upon one point; that the sacrifice made to conscience by the parting of husband and wife is not only superhuman, but absurd.

I do not wish to discuss to-day the ethics of the religious side of the question whether a Church has the right to claim the validity of certain vows, once the wish to keep them no longer exists. It must be taken for granted that both Boris Androvsky (alias Father Antoine) and Domini Enfilden have accepted the tenets of their faith and recognised the call of a spirituality which transcends instinct and desire.

"This is my torture," says the monk-husband before letting loose the flood-gates of his agonised confession, "I love God, I want God. I have insulted God."

Even in the arms of Domini he was a haunted, hunted creature. The hound of heaven was pursuing him.

This important point being recognised, surely there is nothing strange in Domini's action. She loved her husband's soul more than herself. She gave him up in time, that she might find him in eternity. It is but the spiritual variant of the old song: she could not love him so much, did she not love his honour more.

A WAR PARALLEL.

Why, in the year of our Lord nineteen twenty, should any Englishman find it hard to understand that a woman should give up everything which made life dear for the sake of an abstract right? Did not every mother, wife, sister, and daughter in England do the same—how short a time ago!—with their dearest and best? Did we not buckle on their swords with our own hands? How was it we could bear to see them go to almost inevitable agony and death, if it was not that we loved their honour more than their precious material selves? Was it not that we knew that it would have meant agony and death to that inner, truer part of them if, through human clinging to us, they had shirked their duty.

Mr. Godfrey Tearle, whose admirable acting has created so profound an impression, makes it very clear that in bringing him back to the monastery gates Domini is giving the supreme proof of her love. She knows that there alone he will find the peace which even in the most exquisite hour of love he failed to taste with her.

The man who has shown himself furtive, moody, suspicious in the first two acts, who in the third act, in the solitude of the desert, in the high ecstasy of their honeymoon bliss, is driven out from beside her to pace the sands, fighting with the intolerable restlessness of his conscience, becomes at the moment of renunciation, in the actual rending of their parting, dignified, self-possessed, master of himself and of his destiny.

The man who fled from the priest, as the wild beast from the burning torch, crosses the barrier of the monastery gate with head erect, calm brow, and steadfast eyes. Some such look has been seen, we may remember, on the countenances of those marching men of ours when they turned their faces to go up to the line.

HER ONE AIM.

Again it is not the question whether the sacrifice demanded was a righteous one. He thought it right, Domini thought it right, and therefore, like a true wife, she had but one aim when the truth was revealed to her—to help him to accomplish the right.

Not by a look, not by a touch, not by one slightest betrayal of self-pity will she make the way harder for him. Hence the heroic silence which seals her lips and prevents her from telling him of the coming child.

This, then, is the theme of the play which rings like the blast of some silver trumpet, pure and clear, above the horrible turmoil of present materialism: the love of a good woman transcending the natural affections, demanding that her beloved should be worthy of himself, true to his best.

What is perhaps made more obvious in the book than in the play is that Boris' love for Domini, all renegade monk though he be, is of the higher kind, compounded of those finer qualities—reverence, chastity, devotion—which ennoble the human passion and make it the strong tie that aims to eternity.

Had Boris fallen into ways of baseness, he had perhaps gone from depth to depth; but the solid foundation of such a love became the stepping stone on his way back towards heaven.

Surely all women who are capable of loving as Domini did understand that Domini was right.—*Daily Express.*

NEW JUDGE "ON THE JOB."

Mr. Justice Acton, one of the new High Court judges, the other day showed a disinclination to hearing the King's English "murdered" in the King's Bench Division. During the hearing a case counsel asked a witness, "Were you engaged on the job at the time?" "On the job and at the time!" Mr. Justice Acton said, in reproving tones. "How am I to write that down?" "I did not know," said counsel diffidently, "that your lordship wanted it in classic English." His Lordship, "Never mind about the classics. Let us have it in ordinary business English." The judge's wife, who had accompanied him to court, was much amused by the passage between her husband and counsel.

[redacted]

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YOU ONLY ADD WATER AND BOIL FOR A FEW MINUTES.

ALL THE GOOD OF THE MILK HAS BEEN KEPT IN, AND ALL THE GERM DANGERS OF RAW MILK KEPT OUT.

NESTLE'S
FOOD

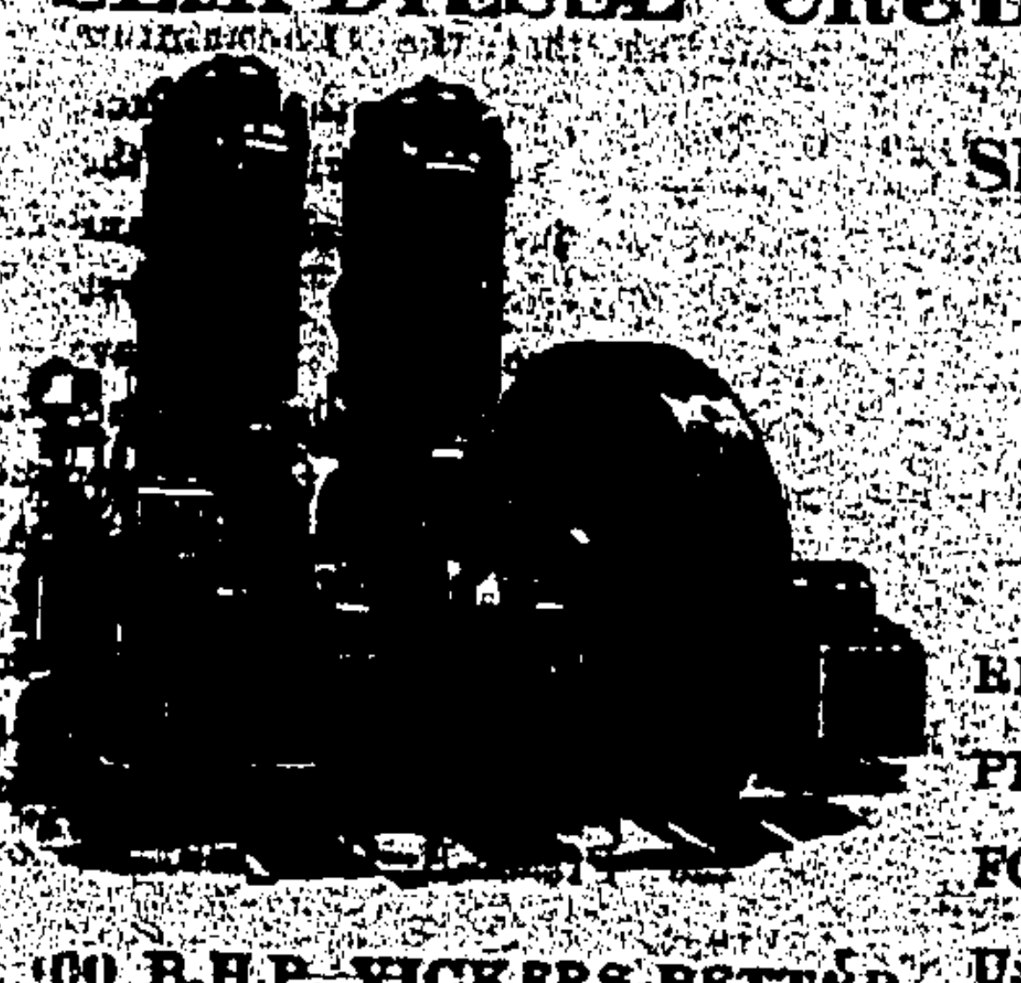
Sold by the best [illegible]

ASK WATSON'S!

[redacted]

834.

VICKERS-PETTER
SEMI-DIESEL CRUDE OIL ENGINES



100 B.H.P. VICKERS-PETTER SEMI-DIESEL LAND TYPE ENGINE.

SIMPLICITY—
RELIABILITY—
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A STANDARD SERIES.

FOR WORKING ON CRUDE & RESIDUAL OILS OR REFINED PETROLEUM MANUFACTURED FOR BOTH MARINE AND LAND USE FROM

10 TO 450 B.H.P.

For further particulars apply to—

WM. C. JACK & CO., LTD.,
14 DES VOEUX ROAD CENTRAL, HONGKONG.
SOLE AGENTS FOR HONGKONG AND SOUTH CHINA.

[20

THE EAST ASIATIC CO., LTD.,
COPENHAGEN.

M.S. "AUSTRALIEN"

will be loading about the **Middle of September** for Copenhagen taking cargo on through Bills of Lading to Scandinavian and Baltic destinations at Conference Rates.

For space and particulars please apply to—

THORESEN & CO.,
AGENTS

1391]

SHIPBUILDERS.
SHIP REPAIRERS.
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OXY-ACETYLENE & ELECTRIC WELDERS.
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—DRY DOCK.—
Length 787 Feet.
Length on Blocks 750 Ft.
Depth on Centre of Sill (H.W.O.S.T.) 34 ft. 6 ins.

—THREE SLIPWAYS—
Capable of Handling Ships Up to 3,000 Tons Displacement.
Electric Crane at Sea Wall, Capable of Lifting 100 Tons at 70 Feet Radius.

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DODWELL & COMPANY, LD.

STEAMSHIP SERVICES.

Regular Sailings to

NEW YORK & BOSTON

via Suez Canal.

S.S. "EGREMONT CASTLE" ... on or about 10th Sept.

LLOYD TRIESTINO

For SHANGHAI

S.S. "AFRICA" ... sailing about 6th October.

for BRINDISI, VENICE & TRIESTE.

Taking Cargo on through Bills of Lading for LEVANT, BLACK SEA & DANUBE PORTS.

via SINGAPORE, PENANG & COLOMBO

S.S. "INNSBRUCK" ... on or about 5th September.
S.S. "HUNGARIA" ... on or about 3rd October.
S.S. "AFRICA" ... sailing about 7th November.

Passengers' Luggage can be insured at the Office of the Agents.

NANYO YUSEN KAISHA, Ltd.

(SOUTH SEA MAIL S.S. CO.)

Regular Services between

JAPAN, HONGKONG & JAVA.

For JAPAN

S.S. "SAMARANG MARU" ... sailing on or about 6th Sept.
S.S. "RIOJUN MARU" ... sailing on or about 14th Sept.

For JAVA.

S.S. "BORNEO MARU" ... sailing on or about 16th Sept.
S.S. "SAMARANG MARU" ... sailing on or about 10th Oct.

OCEAN TRANSPORT Co., Ltd.

(TAIYO KAIUN KAISHA)

Steamship Service Trans-Pacific.

Also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

TAKING Cargo on through Bills of Lading for SOUTH AFRICAN PORTS with transhipment at CALCUTTA in conjunction with the INDO-CHINA STEAM NAVIGATION CO., LTD. AND APCAR LINES.

For Freight or Passage on any of the above Lines apply to:—

DODWELL & CO., LTD.,
Agents.

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N. Y. K.

NIPPON YUSEN KAISHA

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Manila, Keelung, Shanghai & Japan ports. Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific and Chicago, Milwaukee & St. Paul Railways.

FUSHIMI MARU (omitting Manila) ... Saturday, 11th Sept., at 11 a.m.
KATORI MARU ... Thursday, 30th Sept., at 11 a.m.
TAJIMA MARU ... Friday, 8th Oct., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez Port Said and Marseilles.

KAGA MARU ... Thursday, 9th Sept., at Noon
YOKOHAMA MARU ... Friday, 17th Sept., at Noon.
TAMBA MARU ... Friday, 1st Oct., at Noon

HAMBURG, LONDON & ANTWERP via Singapore, Colombo Suez and Port Said.

LIVERPOOL & MARSEILLES via Singapore, Colombo, Suez and Port Said.

TOTTORI MARU ... Tuesday, 28th Sept.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

TANGO MARU ... Wednesday, 22nd Sept., at 11 a.m.
NIKKO MARU ... Wednesday, 20th Oct., at 11 a.m.

NEW YORK via Suez Canal.

SOUTH AMERICAN PORTS via Singapore, Rangoon, Calcutta Durban & Cape Town.

BOMBAY & COLOMBO via Singapore.

TAIAN MARU ... Thursday, 15th September.
YETOROFU MARU ... End of September.

CALCUTTA & RANGOON via Singapore & Penang.

BOMBAY MARU ... Saturday, 4th September

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

NIKKO MARU ... Saturday, 18th Sept., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

MISHIMA MARU ... Thursday, 9th Sept., at 11 a.m.
DAKAR MARU ... Friday, 10th September.

For further information apply to— NIPPON YUSEN KAISHA
Telephone Nos. 292 & 293. S. YASUDA, Manager.

FOR BOSTON & OR NEW YORK

PRINCE LINE FAR EAST SERVICE.

For NEW YORK

"CELTIC PRINCE" ... via PANAMA CANAL ... Early October.

Steamers proceed via Suez Canal or Panama Canal at Owners option.

For freight and further particulars, apply to—

SHEWAN TOMES & CO.,
Agents.

1111

JAPAN AND THE CONSORTIUM

A STATEMENT BY MR. LAMONT.

Mr. Lamont has addressed the following letter to the Editor of the *N.-C. Daily News*:—

SIR,—An editorial from your valued publication has been recently quoted to me as questioning the full withdrawal by Japan of her reservations as to Manchuria and Mongolia and her entry into the Consortium upon the same terms as the other banking groups. This whole matter is of such vital interest to the Chinese people and to the whole Far Eastern situation that I think it important that a full and accurate statement should be made on this particular point.

The original agreement as to the Consortium was drawn up and signed at Paris in May, 1919, by all four banking groups, American, British, French and Japanese, subject only to the approval of their respective governments. In the case of the American, British and French Governments this approval was promptly and completely accorded. The Japanese assent, however, was qualified by a statement from the Japanese Banking Group that, under the instructions of its Government, it was obliged to reserve from the scope of the Consortium Japanese enterprises in Manchuria and Mongolia. Such reservations were not agreeable to the other banking groups, as they constituted an obstacle to the full and free partnership in the Consortium. They were, as the event proved, not agreeable to the Western Governments on the ground that any such concession might possibly in the future be construed by Japan as admitting certain political sovereignty in the regions referred to.

One of the prime objects of my visit to the Far East was to discuss the whole subject with the Japanese Banking Group and also with the members of the Japanese Government, and ascertain definitely whether the Japanese Group was to enter the Consortium on the same conditions as the other groups. Following my second visit to Tokio, subsequent to my stay in China, the matter was happily and finally arranged. The Japanese Banking Group, with the approval of its Government, withdrew the original letter in which the reservations as to Manchuria and Mongolia had been set up. In acknowledging, on behalf of the American, British and French Banking Groups, the Japanese Group's letter, I took occasion to point out, that, in accordance with the spirit and letter of the agreement arrived at in Paris certain railway projects in South Manchuria, upon which the Japanese had already made substantial progress, should not fall within the scope of the Consortium.

Upon the occasion of my first visit to Japan, in March, I found there a real apprehension lest the Consortium should plan to undertake certain operations in the provinces of Manchuria and Mongolia that would tend to prevent Japan securing from those regions such supplies of food and raw materials as were necessary to her economic existence. Of course, as I pointed out to the members of the Japanese Banking Group, the Consortium has, as yet, no plans whatsoever with respect to the regions in question. What we have simply been attempting to do is to get together on the basis of co-operative action in China, and the working out of a complete programme is a matter that will take a long time. At the meeting in New York next October, when the representatives of all four banking groups are to be here, from London, Paris and Tokio, we shall be able to discuss all these matters. But of course, as I said frequently during my all too brief stay in China, it will hardly be possible to make substantial progress in any direction unless we are assured of the goodwill and co-operation of the Chinese people. During the period of my stay in China I received so many expressions of confidence along this line from Chinese men of affairs, that I am convinced that they earnestly desire the Consortium to function. Of course, it goes without saying that the present reports of serious fighting in the North, with which our press is filled, are a great handicap to the construction of any definite programme looking towards the assistance of China in stabilizing her economic and financial situation.

I venture the foregoing comments, although the primary object of this letter to your valued publication is to make clear the fact that, Japan's withdrawal of her reservations with respect to Manchuria and Mongolia, and the entry of her banking group into the Consortium, were without qualification.—I am, etc.

THOMAS W. LAMONT,

23, Wall Street, New York,
July 20th.

VICEROYS OF INDIA.

"TIMES" ON MR. MONTAGU.

The *Times* in a leader disapproves the memorial promoted by Tagore. It submits that the posts of Secretary of State for India and Viceroy should be not exchangeable and contends that if the precedent is now created future secretaries of state might be tempted to frame a policy of control so as to facilitate their subsequent selection as Viceroy. On the other hand, a Secretary of State who had previously been Viceroy might regard himself as still Viceroy in all but name. The paper further argues that no Secretary of State ought to visit India during his term of office, save in the most exceptional circumstances as when Lord Crewe accompanied the King-Emperor for the Durbar. Tactful management of that visit had no untoward results, but although relations between Mr. Montagu and Lord Chelmsford were excellent, and the former scrupulously observed the prescribed etiquette, the Viceroy inevitably suffered a partial eclipse from which he has never quite recovered. A far more potent reason is that no man should be chosen as Viceroy who has drifted, however accidentally, into a contentious position upon current Indian controversies. The *Times* mentions the Montagu-Chelmsford reforms and the Dyer question and thinks that however much Mr. Montagu might try to be entirely impartial as Viceroy, large numbers of people in both India and Britain would hold a very strong contrary view.

"GLEN" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM, COLOMBO AND STRAITS.

THE Motor Vessel

"GLENAVY"

having arrived from the above ports, Consignees of Cargo [illegible] are hereby informed that all Goods are being landed, at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 3rd Sept., 1920, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by Messrs. Goddard & Douglas, on 3rd Sept., 1920, at 10 A.M. Claims against the steamer must be presented within 30 days of arrival otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co., LTD.,
Agents.

Hongkong, August 27th, 1920. [1395

NOTICE TO CONSIGNEES.

"BEN" LINE OF STEAMERS

FROM ANTWERP, MIDDLESBRO, LONDON & STRAITS.

The Steamship "BENLEDI."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd Sept., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 9th Sept., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd Sept., at 10 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, August 27th, 1920. 1387

STRUTHERS & DIXON, (INC.)

NOTICE TO CONSIGNEES.

FROM SEATTLE.

THE Steamship

"DEUEL"

having arrived from Seattle via ports, on August 30th, 1920, Consignees are hereby notified that their Cargo is being landed at their risk into the Hazardous and/or Extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at Consignees' risk.

Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged Cargo is to be left in the Godowns where it will be examined at 10 A.M. on September 5th, 1920, by the Company's Surveyors, Messrs. Carmichael & Clarke.

All Claims must be presented within ten days of the steamer's arrival here, after which they cannot be recognized. No Claims will be recognized after the Goods have left the Godowns and Cargo undelivered on and after September 6th, 1920, will be subject to rent.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

STRUTHERS & DIXON, INC.
Agents.
1st Floor, Powell's Building,
12, Des Voeux Road, Central.

Hongkong, August 30th, 1920. [1394

AMERICAN AND MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"KANSAS"

having arrived, Consignees of Cargo are informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of Holt's Wharf, Kowloon, whence delivery may be obtained.

No Claim will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after Sept. 6th, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before Sept. 12th, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on Sept. 6th, at 10 A.M. by the Company's Surveyors Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
THE BANK LINE, LTD.,
General Agents.

Hongkong, August 30th, 1920. [1403

NOTICE TO CONSIGNEES.

The Steamship "HUNGARIA"

FROM TRIESTE, VENICE, BRINDISI, PORT SAID, COLOMBO, PENANG & SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence, and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Aug. 30th.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after Aug. 6th, will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before Sept. 16th, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Sept. 6th, at 10 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL & CO., LTD.,
Agents.

Hongkong, August 30th, 1920. [1402

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED

SAILINGS SUBJECT TO ALTERATION

TIENTSIN via CHEFOO & N'CHWANG	"CHEONGSHING"	Wed.	1st Sept.	3 p.m.
STRAITS & JAVA via AMOY	"FOOSHING"	Wed.	1st Sept.	4 p.m.
SHANGHAI via SWATOW	"KWONGSANG"	Thurs.	2nd Sept.	D'light
YOKOHAMA & KOBE	"FOOKSANG"	Thurs.	2nd Sept.	5 P.M.
SHANGHAI	"CHOYSANG"	Fri.	3rd Sept.	D'light
MANILA	"LOONGSANG"	Fri.	3rd Sept.	3 p.m.
[illegible]AN	"[illegible]SANG"	Thurs.	9th Sept.	Noon
STRAITS & CALCUTTA	"NAMSANG"	Thurs.	9th Sept.	3 p.m.

CALCUTTA LINE:—This Line affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully qualified Surgeon.

SHANGHAI LINE:—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to all Northern and Yangtsze Ports via Shanghai.

MANILA LINE:—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailing from Hongkong every Friday.

HAIPHONG LINE:—Sailings approximately weekly for passengers and cargo calling at Hoihow when inducement offers.

BORNEO LINE:—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datu.

TIENTSIN LINE:—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

CALCUTTA LINE

S.S. "FOOSHING" will be despatched on or about Sept. 1st, at 4 p.m. for SINGAPORE, PENANG and JAVA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM, MADRAS and CALCUTTA.

S.S. "NAMSANG"

will be despatched on or about Sept. 9th, at 3 p.m. for SINGAPORE, PENANG and CALCUTTA.

Cargo accepted on Through Bills of Lading (Transhipment at Singapore) to RANGOON, PORT SWETTENHAM, MADRAS, and DUTCH EAST INDIES.

For Freight or Passage apply to—

Jardine, Matheson & Co., Ltd.,
GENERAL MANAGERS

TELEPHONE No. 211.

GLEN AND SHIRE

Joint Service of Steamers.

U.K.—STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel	Due Hongkong
"PEMBROKESHIRE"	10th Sept.
"GLENIFFER"	12th Oct.

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
M/V. "GLENARIFFE"	about 24th Sept.	GENOA, LONDON & ANTWERP.
"CARNARVONSHIRE"	" 10th Oct.	GENOA & LONDON.

Movements are subject to change without notice.

For freight or further particulars please apply to:—

Jardine, Matheson & Co., Ltd.,

AGENTS: The Glen Line, Ltd.
The Royal Mail Steam Packet Co.
Owners of "Shire" Line.

Tel. No. 21 and 1 ex 21

Cable Address
Kawakisen, Kobe.
Bentley's, A.B.C. 5th Ed.
and Scott's Codes.

Telephone; [illegible]
2044, 2021

KAWASAKI KISEN KAISHA

(KAWASAKI STEAMSHIP CO.)

CAPITAL PAID-UP ¥20,000,000

President: Mr. Y. Kawasaki.
Vice-President: Mr. K. Matsukata.
Managing Director: Mr. Masaya Abe.

The Company has on hand a Large Number of

NEW CARGO STEAMERS

ALWAYS READY FOR

CHARTERS of all descriptions.

The following are comprised in the Company's Fleet:—

Eleven steamers of 9,100 tons each deadweight.

And under the Company's management:—

Twenty steamers of about 9,100 tons deadweight each
Two steamers of about 6,400 tons deadweight each.

(Belonging to the Kawasaki Dockyard Co., Ltd.)

For Charter Rates and all other particulars apply to the

KAWASAKI KISEN KAISHA,
No. 8, Bund, Kobe.

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SHIPPING NEWS

ARRIVALS.

August 30th.

B. P. M. 83, Dutch lighter, 467 tons, Capt. Bruijn, from Pulo Samboe, in ballast.—Asiatic Petroleum Co.

President Grant, American str., 11,223 tons, Capt. Chambers, from Vladivostock.—American Government.

Scharnhorst, French str., 4,805 tons, Capt. Georges, from Marseilles, *via* Singapore, with a general cargo.—M. M.

August 31st.

Ceylon Maru, Japanese str., 2,995 tons, Yamamoto, from Japan, with a general cargo.—N.Y.K.

Chongwa, Chinese str., 558 tons, Capt. Anderson, from Haiphong, with a general cargo.—Wo Fat.

Choy Sang, British str., 1,424 tons, Capt. Walker, from Shanghai and Swatow, with a general cargo.—J. M. & Co.

Chusan, British str., 1,338 tons, Capt. Davies, from Bangkok, with a general cargo.—B. & S.

Dilwara, British str., 3,460 tons, Capt. Babb, from Bombay, with a general cargo.—M. M. & Co.

Hock Lee, Portuguese str., 232 tons, Capt. Guerreiro, from Swatow, with a general cargo.—Man Wing.

Kwangtah, Chinese str., 1,356 tons, Capt Stewart, from Canton, with a general cargo.—C. M. S. N. Co.

Kwaiwah, Chinese str., 402 tons, Capt. Kwok Kai, from Tourane, with a general cargo.—Wai Hing.

Ningpo, British str., 1,224 tons, Capt. W. J. Freer, from Hongay, with a general cargo.—B. & S.

Taga Maru, Japanese str., 1,477 tons, Capt. Mohri, from Karatsu, with a cargo of coal.—M. B. K.

Talthybius, British str., 5,800 tons, Capt. Hazeland, from Yokohama, with a general cargo.—B. & S.

West Caddoa, American str., 3,557 tons, Capt. Follett, from San Francisco, *via* Manila, with a general cargo.—Pacific Mail S.S. Co.

West Inskip, American str., 4,529 tons, Capt. Holland, from San Francisco, with a general cargo.—Pacific Mail.

CLEARANCES.

August 31st.

Ceylon Maru, for Calcutta.
Choy Sang, for Canton
Dexel, for Seattle.
Dilwara, for Shanghai.
Hai Loong, for Foochow.
Hsin Chang, for Tientsin.
Hungaria, for Shanghai.
Kansas, for Shanghai.
Lindsay Moller, for Mauritius.
Lok Sang, for Haiphong.
Ningpo, for Hongay.
Scharnhorst, for Shanghai.
Tokei Maru, for Muke.
Trigonia, for Canton.

LAUNCHING AT KOWLOON.

Yesterday morning Messrs. W. S. Bailey & Co., Ltd., launched from their shipyard at Kowloon the steel single-screw tug *Indo China*, built to the order of the Indo China S. N. Co. The vessel is intended for service at Canton, her dimensions being:—Length, 79ft.; beam, 15ft. 6in.; depth, 8ft. 6in. The propelling machinery consists of a marine return tubular boiler and compound surface-condensing marine engine to develop 200 I.H.P. A powerful steam pump is installed for fire and salvage work.

TRAGEDY AT SEA.

AN INTERESTING POINT.

The *N.-C. Daily News* of August 28th, says:—

Under the heading, "Tragedy at Sea," we reported yesterday the story of an alleged murder on board the British str. *Tambaka*, mentioning that the accused person, a Chinese, had appeared at the Mixed Court. The procedure carried through before his appearance there is of sufficient interest to deserve mention.

When approaching Shanghai the *Tambaka* wirelessed to the British authorities that the alleged murder had taken place, and that the accused—the Chinese above mentioned—was a prisoner aboard. On receipt of this information the British Shipping Office made a request to the River Police that the man should be brought ashore in custody. This was done, and as the events alleged had taken place under the British flag, the accused was duly brought up before Mr. G. W. King, H. M. Police Magistrate. As the case did not constitute an offence under the Merchant Shipping Act, the Magistrate remanded him to appear at the Mixed Court before the British Assessor. Later in the day this course was followed.

FIRST SHIP'S GARDENER.

THE "IMPERATOR" TO HAVE A GREENHOUSE.

After the fastest round trip she has made since taken over by the Cunard New York service, the giant ex-German liner *Imperator* reached Southampton. She had taken seven days on the outward and eight days on the homeward journey, in contrast with the first single journey, after the war, of fifteen days. The ship brought across the Atlantic 3,610 passengers, 1,000 of whom were for Cherbourg, and nearly 2,500 bags of mails were aboard. On the *Imperator's* staff was the first ship's gardener, Mr. George Sollas, and English nurseryman. He said his activities on the first voyage had been devoted to the thousands of palms and decorative plants aboard. A greenhouse and a conservatory are to be built, with rainwater tanks for the flowers. The Adam of ship's gardeners is convinced that the difficulties of varying temperature can be overcome and many floral delights added to the luxuries in the *Imperator*. "I was surprised to find," he said, "that the flowers that blossomed best on the voyage were hydrangeas."

SHIPPING NOTES.

We are informed by the Acting General Agent of the Canadian Pacific Ocean Services, Ltd., that a paragraph we reproduced yesterday from a Shanghai paper stating that the *Empress of Japan* had been in collision with the P. & O. steamer *Kalgan* at that port is incorrect. The *Empress of Japan* did not proceed to Shanghai, but remained at Woosung, and this vessel never had any collision with the *Kalgan*, or other steamer. Apparently the steamer mistaken for the Empress liner was a steamer called *Japan*.

The C.P.O.S. *Methven* did not sail at noon, yesterday, as advertised. She will probably leave on September 3rd.

The s.s. *President Grant*, which arrived in port yesterday from Vladivostock, had aboard about 6,000 Czech soldiers who are on their way to Trieste on repatriation from Siberia.

During the storm which raged off the coast of Japan on August 20th, 26 vessels in Kobe harbour foundered or were damaged. The total damage done is estimated at yen 150,000.

The construction of a dry dock at Manila, capable of taking the largest ships, is proposed by the Philippine Government. The cost will be Pesos 5,000,000.

The str. *Tenzan Maru* (3,513 tons), owned by the Hashimoto Kisen Kaisha, which left Montevideo for Antwerp on May 17th last, under charter to the Hudson Bay Co., with a full cargo of grain, etc., has been missing for some time now. The Hashimoto Kisen Kaisha has applied to the authorities to have a search made for the missing steamer, and all possible inquiries have been made through the Japanese Consuls in Europe.

An expansion of the capital stock of the China Mail Steamship Company to the sum of $21,000,000 is favoured by the stockholders of the company for the purchase of additional tonnage, according to an announcement made following the annual meeting of the board of directors in San Francisco recently. The present capitalization of the company is $2,100,000, with $11,785,000 outstanding in bonds which mature next year. Six new members were elected to the board of directors which is now composed of Walter Lum, Mon Look Eli, M. A. Tong, Mark Thue, Lo Look Chai, Lee Ling, Lee Sing Hing, Yow Ling, Hong Yet Hing, H. C. King, Ong Sing, Shuck, Wong Buck Hong, Tin Ling, Lou Hing and Hom Hoy Yet. A second meeting is to be held soon to elect the officials of the company and definitely decide upon the programme for the future.

SHIPPING MOVEMENTS.

The s.s. *Rhesus* (Blue Funnel line) left Dairen on August 31st, for Liverpool (*viâ* Havre and *viâ* Hongkong). The vessel is due here on September 2nd, and will sail, as above, on September 4th.

The N.Y.K. s.s. *Kaga Maru* (European line) left Kobe for this port *viâ* Moji and Shanghai on August 30th, and is expected here on September 8th.

The R.M.S. *Empress of Japan* arrived at Yokohama on August 30th and left there the same day. She is due at Hongkong on September 8th.

The R.M.S. *Empress of Asia* left Vancouver for Hongkong, *viâ* Japan ports, Shanghai and Manila on August 26th, and is due here on or about September 16th.

VESSELS EXPECTED.

Ajax (Blue Funnel line), due September 11th.

Bombay Maru, (Calcutta line), from Japan, due September 3rd.

Dakar Maru (Hamburg line), due Sept. 6th.

Fushimi Maru (American line), due Sept. 3rd.

Kanowna, from Sydney, due September 4th.

Kitano Maru, from London, due September 29th.

Knight of the Garter (Blue Funnel line), due September 2nd.

Mishima Maru (European line), due Sept. 8th.

Nikko Maru, due September 17th.

Ningchow (Blue Funnel line) due Sept. 20th.

Persia Maru, due September 10th.

Sado Maru (European line), due September 16th.

Tanda, due September 1st, about 5 p.m.

Wakasa Maru (Liverpool line), due Sept. 12th.

HONGKONG METEORODOGICAL REGISTER.

Hongkong Observatory, August 30th.

	Previous Day at 2 p.m	On Date at 6 a.m.	On Date at 2 a.m.
Barometer ...	29.70	29.66	29.62
Temperature ...	86	79	86
Humidity	71	91	76
Wind Direction	South	0	East
" Force	2	calm	2
Weather.. ...	c	o	o
Rain	—	—	—

Highest open-air Temperature on 30th...86
Lowest open-air Temperature on 31st ...79

THE NEW FRENCH REMEDY.
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3
No. 1 for Bladder Catarrh. No. 2 for Blood & Skin Diseases. No. 3 for Chronic Weaknesses.
SOLD BY LEADING CHEMISTS. PRICE IN ENGLAND [illegible]
Dr. LeClerc Med. Co., Haverstock Rd., [illegible]
SEE TRADE MARKED WORD "THERAPION" IS ON BRIT. GOVT. STAMP AFFIXED TO GENUINE PACKETS.

WEATHER REPORT.

August 31st, at 12.20.—No returns from Japanese stations.

Pressure has increased moderately at Vladivostock and Weihaiwei, slightly at Shanghai, and has decreased slightly elsewhere; a depression covers Tongking. The typhoon continues on a W.N.W. track its approximate position at 6 a.m. was Lat. 18 deg. N., Long. 130 deg. E.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 81.05 inches against an average of 65.98 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

District	Forecast.
Hongkong to Gap Rock	E. & S.E. winds, light to moderate; fair.
Formosa Channel	Light variable winds; freshening from N.
South coast of China between Hongkong and Lamocks	The same as No. 1.
South coast of China between Hongkong and Hainan	The same as No. 1.

HONGKONG TIDE TABLE.

From September 1st to 7th, 1920.

Days of Week.	Days of Month.	High Water. H'kong Standard Time. h. m.	High Water. Height. ft.	High Water. Height. in.	Low Water. H'kong Standard Time. h. m.	Low Water. Height. ft.	Low Water. Height. in.
Wed.	1	m 10 49	6	8	m 4 39	2	3
		11 2 a	6	2	5 12 a	2	2
Thur.	2	m 11 36	6	3	m 5 21	2	2
		11 42 a	6	4	5 44 a		6
Fri.	3				m 6 8	2	2
		0 30 a	5	7	6 15 a	2	0
Satur	4	m 0 28	6	5	m 7 9	2	4
		1 28 a	5	1	6 47 a	3	4
Sun.	5	m 1 20	6	8	m 8 31	2	5
		3 12 a	4	6	7 22 a	3	8
Mon.	6	m 2 24	6	6	m 10 18	2	5
		5 9 a	4	4	8 18 a	4	1
Tues.	7	m 3 41	6	7	m 11 43	2	2
		6 38 a	4	5	9 45 a	4	3

ON SALE.

BOUND VOLUMES of the *HONGKONG WEEKLY PRESS*, July to December, 1919.

With Index, Price $7.50.

On sale at the Hongkong Daily Press Office

VESSELS ADVERTISED AS LOADING

Destination	Vessel's Name	Flag	For Freight Apply to	To be Despatched
BOSTON & NEW YORK via Suez	Birmingham City	Brit	The Bank Line, Ltd.	On 10th inst.
NEW YORK & Boston via Suez Canal	Egremont Castle	Brit.	Dodwell & Co. Ltd	About 10th inst.
NEW YORK via Japan Ports, San Francisco &c.	Honolulu Maru	Jap.	Osaka Shosen Kaisha	On 20th inst.
NEW YORK via Panama Canal	Celtic Prince	Brit.	Shewan, Tomes & Co.	Early Oct.
NEW YORK via Suez	General Church	Brit.	The Bank Line, Limited	On 10th Nov.
SAN FRANCISCO	West Inskip	Am.	Pacific Mail S.S. Co.	On 3rd inst.
SAN FRANCISCO via Shanghai & Japan, &c.	Shinyo Maru	Jap.	Toyo Kisen Kaisha	On 6th inst.
SAN FRANCISCO via Shanghai & Japan, &c.	Persia Maru	Jap	Toyo Kisen Kaisha	On 17th inst.
SAN FRANCISCO via Shanghai & Japan, &c.	China	Am.	China Mail S.S. Co., Ltd.	On 24th inst.
SAN FRANCISCO via Shanghai & Japan, &c.	Nanking	Am.	China Mail S.S. Co., Ltd.	On 31st Oct.
SEATTLE, Tacoma, Victoria, Vancouver &c.	Delight	Am.	Frank Waterhouse & Co.	About 8th inst.
SEATTLE & Victoria via J. Ports, Shanghai, &c.	Fushimi Maru	Jap.	Nippon Yusen Kaisha	On 11th inst., at 11 A.M.
VANCOUVER via Shanghai & Japan, &c.	Empress of Japan	Brit.	Canadian Pacific O. S. Ltd.	On 14th inst.
VANCOUVER via Shanghai & Japan, &c.	Monteagle	Brit.	Canadian Pacific O. S. Ltd.	On 26th Oct.
VICTORIA, Seattle & Vancouver	Talthybius	Brit.	Butterfield & Swire	On 3rd inst.
VICTORIA, Vancouver, Seattle & Tacoma	Arabia Maru	Jap.	Osaka Shosen Kaisha	On 27th inst.
MARSEILLES via Haiphong, Saigon, S'pore &c.	Andre Lebon	Fren.	Messageries Maritimes	About 13th inst.
MARSEILLES & London via S'pore, P'ang &c.	Jeypore	Brit.	P. & O.-B. I. & A. L.	About 12th inst.
MARSEILLES, Havre & Liverpool	Eurypylus	Brit.	Butterfield & Swire	On 12th Oct.
LIVERPOOL & Marseilles via Singapore, C'bo &c.	Tottori Maru	Jap.	Nippon Yusen Kaisha	On 28th inst.
HAVRE & Liverpool	Rhesus	Brit.	Butterfield & Swire	On 4th inst.
GENOA, Marseilles, Glasgow & Liverpool	Cyclops	Brit.	Butterfield & Swire	On 11th inst.
GENOA, London & Antwerp	Glenariffe	Brit.	Jardine, Matheson & Co., Ltd	About 24th inst.
London, Amsterdam & Hamburg	Keemun	Brit.	Butterfield & Swire	On 12th Oct.
LONDON, Antwerp & Rotterdam &c.	Alps Maru	Jap.	Osaka Shosen Kaisha	On 7th inst.
LONDON & Antwerp via Singapore, Penang, &c.	Kaga Maru	Jap.	Nippon Yusen Kaisha	On 9th inst., at Noon.
London, Amsterdam & Antwerp	Achilles	Brit.	Butterfield & Swire	On 9th inst.
LONDON	Kansas	Brit.	The Bank Line, Ltd.	On 10th inst.
London, Rotterdam & Antwerp	Teiresias	Brit.	Butterfield & Swire	On 19th Oct.
ROTTERDAM & Hamburg	Toba	Brit.	Butterfield & Swire	Beginning of Sept.
BOMBAY & Colombo	Indus Maru	Jap.	Osaka Shosen Kaisha	On 5th inst.
BOMBAY via Straits & Colombo	Dilwara	Brit.	P. & O.-B. I. & A. L.	About 13th inst.
BOMBAY & Colombo via Singapore	Taian Maru	Jap.	Nippon Yusen Kaisha	On 15th inst.
STRAITS & Java via Amoy	Fooshing	Brit.	Jardine, Matheson & Co., Ltd.	On 2nd inst., at D'light.
STRAITS & Calcutta	Namsang	Brit.	Jardines Matheson & Co., Ltd.	On 9th inst., at 3 P.M.
SINGAPORE, Penang, C'bo, Brindisi Venice, &c.	Innsbruck	Brit.	Dodwell & Co., Ltd.	About 5th inst.
SANDAKAN	Hinsang	Brit.	Jardine, Matheson & Co., Ltd.	On 8th inst., at Noon.
CALCUTTA & Rangoon via Singapore & Penang	Bombay Maru	Jap.	Nippon Yusen Kaisha	On 4th inst.
CALCUTTA via Straits & Rangoon	Japan	Brit.	P. & O.-B. I. & A. L.	About 7th inst.
LOS ANGELES, California, U.S.A.	Vinita	Am.	Los Angeles Pacific Nav. Co.	About 15th inst.
AUSTRALIAN PORTS via Manila	Hwah Ping	Chi.	The China & Australia S.S. Co.	On 15th inst.
AUSTRALIAN PORTS via Manila	Tango Maru	Jap.	Nippon Yusen Kaisha	On 22nd inst., at 11 A.M.
AUSTRALIAN PORTS via Sandakan	Kanowna	Brit.	P. & O.-B. I. & A. L.	About 25th inst.
AUSTRALIAN PORTS	Changsha	Brit.	Butterfield & Swire	On 27th inst.
SYDNEY & Melbourne	Kunajiri Maru	Jap.	Osaka Shosen Kaisha	On 25th inst.
BUENOS AIRES, Rio De Janeiro, Santos, &c.	Chicago Maru	Jap	Osaka Shosen Kaisha	On 9th inst.
VALPARAISO via Japan, Honolulu, San F'cisco &c.	Anyo Maru	Jap.	Toyo Kisen Kaisha	On 9th inst.
KOBE & YOKOHAMA	Fooksang	Brit.	Jardine, Matheson & Co., Ltd.	On 2nd inst., at 5 P.M.
YOKOHAMA	Tjimanoek	Dut.	Java-China-Japan Lijn	About 18th inst.
JAPAN Ports	Ganges Maru	Jap.	Osaka Shosen Kaisha	On 3rd inst.
JAPAN	Samarang Maru	Brit.	Dodwell & Co., Ltd.	About 5th inst.
NAGASAKI, Kobe & Yokohama	Nikko Maru	Jap.	Nippon Yusen Kaisha	On 18th inst., at 11 A.M.
WEIHAIWEI, Chefoo & Tientsin	Kueichow	Brit.	Butterfield & Swire	On 4th inst., at 3 P.M.
TIENTSIN via Chefoo & Newchwang	Cheongshing	Brit.	Jardine, Matheson & Co., Ltd.	On 1st inst., at 3 P.M.
SHANGHAI	Africa	Brit.	Dodwell & Co., Ltd.	On 6th Oct.
SHANGHAI	Dilwara	Brit.	P. & O.-B. I. & A. L.	On 1st inst., at Noon.
SHANGHAI via Swatow	Kwongsang	Brit.	Jardine, Matheson & Co., Ltd	On 2nd inst., at D'light
SHANGHAI	Sinkiang	Brit.	Butterfield & Swire	On 2nd inst., at Noon.
SHANGHAI & Tsingtao	Yingchow	Brit.	Butterfield & Swire	On 4th inst., at 4 P.M.
SHANGHAI, Kobe & Yokohama	Armand Behic	Fren	Messageries Maritime	About 4th inst.
SHANGHAI, Kobe & Yokohama	Mishima Maru	Jap	Nippon Yusen Kaisha	On 9th inst., at 11 A.M.
SHANGHAI	Sunning	Brit.	Butterfield & Swire	On 9th inst., at Noon.
SHANGHAI	Tjibodas	Jap.	Java-China-Japan Lijn	About 14th inst.
AMOY, Shanghai & Pukow	Szechuen	Brit	Butterfield & Swire	On 7th inst., at 10 A.M.
SWATOW, Amoy & Foochow	Haihong	Brit.	Douglas Lapraik & Co.	On 3rd inst., at 2 P.M.
SWATOW & Bangkok	Chusan	Brit.	Butterfield & Swire	On 7th inst., at Noon.
SWATOW, Amoy & Foochow	Hailoong	Brit	Douglas Lapraik & Co.	On 10th inst., at 2 P.M.
SWATOW, Amoy & Foochow	Haiching	Brit.	Douglas Lapraik & Co.	On 7th inst., at 2 P.M.
HOIHOW, Pakhoi & Haiphong	Kaifong	Brit.	Butterfield & Swire	On 8th inst., at 9 A.M.
KEELUNG via Swatow & Amoy	Amakusa Maru	Jap.	Osaka Shosen Kaisha	On 6th inst.
TAKAO via Swatow & Amoy	Soshu Maru	Jap.	Osaka Shosen Kaisha	On 9th inst.
MANILA	Loongsang	Brit.	Jardine, Matheson & Co., Ltd	On 3rd inst., at 3 P.M.
JAVA	Tjikini	Dut.	Java-China-Japan Lijn	About 8th inst.
JAVA	Borneo Maru	Brit.	Dowell & Co., Ltd.	About 16th inst.
SAIGON, Bangkok & Singapore	Shisen Maru	Jap.	Osaka Shosen Kaisha	On 2nd inst.

C P O S

SAILINGS
HONGKONG to VANCOUVER
via Shanghai, Nagasaki (*Moji) Kobe & Yokohama

Steamers	From Hongkong	Due Vancouver
EMPRESS OF JAPAN	Sept. 14	Oct. 5
EMPRESS OF ASIA	Sept. 23	Oct. 11
EMPRESS OF RUSSIA	Oct. 21	Nov. 8
• MONTEAGLE	Oct. 28	Nov. 19
EMPRESS OF JAPAN	Nov. 9	Nov. 30
EMPRESS OF ASIA	Nov. 18	Dec. 6
EMPRESS OF RUSSIA	Dec. 16	Jan. 3
• MONTEAGLE	Dec. 31	Jan. 24
EMPRESS OF ASIA	Jan. 13	Jan. 31
EMPRESS OF JAPAN	Jan. 19	Feb. 9
EMPRESS OF RUSSIA	Feb. 10	Feb. 28

Passengers to Europe are strongly urged to determine the exact date of the Atlantic sailing desired prior to, and as far in advance as possible, their departure from the Orient. Traffic conditions on the Atlantic are as congested as on the Pacific. Atlantic reservations can be arranged by letter or cable for all passengers to Europe. Frequent sailings from Montreal to Liverpool, [illegible] & Glasgow. Passage orders covering all such reservations will be issued here.

For Fares and other information please apply to
HONGKONG OFFICE.
Telephone 752. Cable address: GACANPAC
CANADIAN PACIFIC OCEAN SERVICES.

CHINA MAIL S.S. CO., LTD.
FREIGHT AND PASSENGERS.
"NANKING" 15,000 tons "CHINA" 10,200 tons "NILE" 11,000 tons
SAILINGS FROM HONGKONG FOR
SAN FRANCISCO
VIA SHANGHAI, JAPAN PORTS AND HONOLULU
"NANKING" Oct. 31st. "CHINA" Sept. 24th. "NILE" Nov. 6th.
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C. T. SURBIDGE, Acting Freight and Passenger Agent.
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Telephone, Passenger Dept. 1934. Telephone, Freight Dept. and Agent 2161.

AUSTRALIAN ORIENTAL LINE.
HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer	Arr. Hongkong from Australia	Lv. Hongkong for Australia
"CHANGSHA"	21st Sept.	27th Sept.

Sailings Subject to Alterations.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand & Tasmanian Ports.
For Freight and passage apply to— BUTTERFIELD & SWIRE, Agents. [421

JAVA-CHINA-JAPAN LIJN.
REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

Steamers	From	Expected on or about	Will Leave On or about	For
TJIKINI ...	AMOY	1st Sept.	6th Sept.	JAVA
TJIBODAS...	JAVA	9th Sept.	14th Sept.	SHANGHAI
TJIMANOEK ..	JAVA	13th Sept.	18th Sept.	YOKOHAMA
TJILEBOET ...	JAPAN	12th Sept.	14th Sept.	JAVA
BENGKALIS ...	MANILA	14th Sept.	17th Sept.	JAVA

* Wireless Telegraphy.
The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon Passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.
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Regular monthly service between
JAPAN PORTS, SHANGHAI, HONGKONG AND MANILA
AND
AMSTERDAM, ROTTERDAM, HAMBURG AND BREMEN.
Sailings subject to alterations.
ROTTERDAM & HAMBURG ... ... s.s. "TOBA" ... Beginning of Sept.
AMSTERDAM & HAMBURG ... ... s.s. "BAARN" ... September.
ROTTERDAM & HAMBURG ... ... s.s. "TJIMANOEK" October.
AMSTERDAM & HAMBURG ... ... s.s. "KANGEAN" November.
For full particulars please apply to—
JAVA-CHINA-JAPAN LYN
General Agents,
Tel. No. 184. York Building.

CHINA-AUSTRALIA MAIL S.S. LINE.
FOR AUSTRALIAN PORTS VIA MANILA & SANDAKAN.
"HWAH PING" September 15th.
"VICTORIA" October 1st.
For Freight and Passage apply to—
THE CHINA & AUSTRALIA S.S. CO., LTD.
Agents,
537 117, Connaught Road Central.

AMERICAN & ORIENTAL LINE

NEW YORK via Suez

s.s. "GENERAL CHURCH" ... ... 10th Nov.

Subject to change without notice.

ORIENTAL AFRICAN LINE.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transhipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.,
Managing Agent.

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"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

JAPAN, CHINA AND STRAITS
TO
UNITED KINGDOM AND CONTINENT.

LONDON	"KANSAS"	10th Sept.
LONDON	"SWAZI"	20th Sept.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LTD.,
General Agents.

or to Reiss & Co., Canton.

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C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamer	To Sail		
HONGAY ...	"NINGPO" ...	On	1st Sept.,	7 A.M.
SWATOW and SINGAPORE ...	"LINAN" ...	On	1st Sept.,	Noon.
SHANGHAI ...	"FINGKIANG" ...	On	2nd Sept.,	Noon.
WEIHAIWEI, CHEFOO & TIENTSIN ...	"KUEICHOW" ...	On	4th Sept.,	3 P.M.
SHANGHAI and TSINGTAO ...	"YINGCHOW" ...	On	4th Sept.,	4 P.M.
HOIHOW, PAKHOI & HAIPHONG	"KAIFONG" ...	On	5th Sept.,	9 A.M.
AMOY, SHANGHAI & PUKOW ...	"SZECHUEN" ...	On	7th Sept.,	10 A.M.
SWATOW & BANGKOK ...	"CHUSAN" ...	On	7th Sept.,	Noon.
SHANGHAI ...	"SUNNING" ...	On	9th Sept.,	Noon.

☞ SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation Amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (thrice weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.

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For Freight or Passage apply to—

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Telephone 36.

DOUGLAS STEAMSHIP CO., LTD.

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REGULAR SERVICE of Fast High Class Coast Steamers having good accommodation for First-Class Passengers Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

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SWATOW, AMOY AND FOOCHOW

AND RETURN

(Occupying 8 to 10 Days).

"HAIHONG"	Capt. W. C. Passmore	FRIDAY,	3rd Sept., at 2 P.M.
"HAICHING"	Capt. A. H. Stewart	TUESDAY,	7th Sept., at 2 P.M.
"HAILOONG"	Capt. J. S. Thomson	FRIDAY,	10th Sept., at 2 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,
General Managers.

LOS ANGELES PACIFIC NAVIGATION COMPANY

TRANS-PACIFIC FREIGHT SERVICE

Operating the following U.S. Shipping Board steamers

HONGKONG
TO
LOS ANGELES, CALIFORNIA, U.S.A.

Due Inwards	About	Sailings	About
S.S. VINITA	Sept. 12th.	S.S. VINITA	Sept. 15th.
S.S. WEST HIXTON ...	Oct. 7th.	S.S. WEST HIXTON ...	Oct. 10th.

☞ Through Bills of Lading to all U.S. and Canadian Overland Points no Transhipment en-route. Shipside connection with the Saltlake, Santa Fe and Southern Pacific Railroads.

Head Office:—Los Angeles, Calif.
Branch Offices:—Kobe, Shanghai,
Manila, Singapore.

Hongkong Office:—Prince's Building, Ice House Rd.
Tel. No. [illegible]
CHAS. R. RICHARDSON,
General Agent for South China.

4681

P. & O. - BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES Incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"JEYPORE" (Cargo)	7,400	19th Sept.	Marseilles, London & Antwerp
"DILWARA"	5,400	13th Sept.	Singapore, Colombo & Bombay
"KHIVA"	9,000	19th Sept.	Marseilles, London & Antwerp
"NANKIN"	8,900	5th Oct.	Marseilles, London & Antwerp
"KASHGAR"	8,900	20th Oct.	Marseilles, London & Antwerp
"ALIPORE"	5,300	20th Oct.	Marseilles, London & Antwerp

BRITISH INDIA APCAR SAILINGS (South)

"JAPAN"	6,100	7th Sept.	Straits, Rangoon & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

"KANOWNA"	7,000	25th Sept.	Sandakan, Thursday Island,
"ST. ALBANS"	4,500	8th Oct.	Cairns, Townsville, Brisbane, Sydney & Melbourne.

SAILINGS TO SHANGHAI & JAPAN

"DILWARA"	5,400	1st Sept. Noon.	Shanghai Only.
"TANDA"	7,000	3rd Sept.	Shanghai & Japan.
"KANOWNA"	7,000	7th Sept.	Kobe direct.
"NANKIN"	8,900	7th Sept.	Shanghai & Japan.
"GREGORY APCAR"	4,600	11th Sept.	Shanghai & Japan.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.

1st Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans [illegible].

Steamers and Sailing dates are liable to be cancelled or altered without notice.

Parcels Measuring not more than 3ft. x 2ft. x 1ft. will be received at the Company's Office, up to Noon, on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freights, Handbooks, etc., apply to

MACKINNON, MACKENZIE & CO.,
Agents.

22, Des Voeux Road Central, HONGKONG.

1

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

"ALPS MARU" ... (Call Marseilles) ... Tuesday, 7th Sept.
"ATLAS MARU" ... ... Saturday, 25th Sept.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN and CAPE TOWN via SINGAPORE.

"CHICAGO MARU" ... ... Thursday, 9th Sept.
"CANADA MARU" ... ... Tuesday, 2nd Nov.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.

"INDUS MARU" ... ... Sunday, 5th Sept.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly service.

"SHISEN MARU" ... ... Thursday, 2nd Sept.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Island.

"KUNAJIRI MARU" ... ... Friday, 24th Sept.

VICTORIA, VANCOUVER, SEATTLE & TACOMA

Regular fortnightly service touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago, Milwaukee and St. Paul Railway.

"ARABIA MARU" ... ... Monday, 27th Sept.

SAN FRANCISCO & NEW ORLEANS.

"BORNEO MARU" ... ... Thursday, 2nd Sept.

NEW YORK—Regular monthly service via Japan Ports, San Francisco, Panama and Cuban Ports.

"HONOLULU MARU" ... ... Monday, 20th Sept.

NEW ORLEANS LINE.

"BORNEO MARU" ... ... Thursday, 2nd Sept.

JAPAN PORTS—Moji, Kobe, Yokkaichi & Yokohama.

"GANGES MARU" (omit Moji & Yokohama) ... Friday, 3rd Sept.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K. wharf near the Harbour Office.

"AMAKUSA MARU" ... ... Monday, 6th September.

TAKAO via SWATOW & AMOY.

"SOSHU MARU" ... ... Thursday, 9th Sept.

For sailing dates and further particulars please apply to—

Y. YASUDA,
Manager,
No. 1, Queen's Building.

Tel. No. 744 & 745.

T. K. K.

TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN."

STEAMERS	TONS	LEAVE HONGKONG
SHINYO MARU	22,000	...Sept. 6th.
PERSIA MARU	9,000	...Sept. 17th.
KOREA MARU	20,000	...Sept. 30th.
SIBERIA MARU	20,000	...Oct. 12th.
TENYO MARU	22,000	...Oct. 28th.

SOUTH AMERICAN LINE

HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALINA CRUZ, BALBOA, CALLAO, MOLLENDO, ARICA & IQUIQUE.

THENCE BY TRANS-ANDEAN ROUTE TO BUENOS AIRES.

STEAMERS	TONS	LEAVE HONGKONG.
ANYO MARU	18,500	Sept. 9th.
SEIYO MARU	14,000	Nov. 9th.

For full information regarding passengers, freight and sailings, apply to—

Y. TSUTSUMI, MANAGER,
King's Building. Tel. Nos. 2374 & 2375.

Agents at Canton:
MESSRS. T. E. GRIFFITHS, LTD.

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MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATES
SHANGHAI, KOBE & YOKOHAMA	"ARMAND BEHIC" 10,000 ...	On or about 4th Sept.
	"PORTHOS" ... 20,000 ...	On or about 4th Oct.
MARSEILLES via SAIGON, SINGAPORE, COLOMBO, DJIBOUTI, SUEZ PORT SAID ...	"ANDRE LEBON" 22,000 ...	On or about 13th Sept.
	"PAUL LECAT" ... 20,000 ...	On or about 24th Sept.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

R. BODENFUSER,
Acting Agent,
Queen's Building.

Telephone 740.

THE

TRANS-PACIFIC FREIGHT SERVICE.

operating the following U.S. Shipping Board Steamers

For SEATTLE, TACOMA, VICTORIA, VANCOUVER
(Calling at Shanghai and Kobe).

For PORTLAND direct.
(Calling at Shanghai and Kobe).

For SAN FRANCISCO and SEATTLE.

Through Bills of Lading issued to Overland Common points.

For Freight and Particulars apply to

THE ADMIRAL LINE.

Telephones 2677 & 2678. Fifth Floor, Hotel Mansions.

PACIFIC MAIL S.S. CO.

U.S. MAIL LINE

Operating the new first-class steamers

"ECUADOR" "VENEZUELA" & "COLOMBIA"

HONGKONG TO SAN FRANCISCO,

VIA SHANGHAI, KOBE, YOKOHAMA & HONOLULU.

THE SUNSHINE BELT.

The most comfortable route to America and Europe.

SAILINGS FROM HONGKONG AT NOON.

U.S. SHIPPING BOARD VESSEL
FOR SAN FRANCISCO.

S.S. "WEST INSKIP" ... September 3rd for San Francisco via Shanghai and Japan Ports.

HONGKONG-CALCUTTA SERVICE.

S.S. "LAKE GILPEN" ... September 1st for Calcutta via Singapore, Penang and Rangoon.

S.S. "LAKE FIELDING" ... September 3rd, for Haiphong, Singapore, Penang & Rangoon.

Cargo accepted on through Bills of Lading to all points in the United States and Canada, also through Bills of Lading to Baltimore, Havana, Central and South American ports.

For further information apply to—

PACIFIC MAIL S.S. CO.,
Hotel Mansions.
Cable Address "SOLANO."

Telephone 141.

POST OFFICE NOTICE.

INWARD MAILS.

From	Per	Due
Shanghai	*Yingchow*	1st Sept.
Straits	*Tanda*	1st Sept.
Japan	*Fushimi Maru*	3rd Sept.
Japan	*Bombay Maru*	3rd Sept.
Straits	*Dakar Maru*	5th Sept.
Straits	*Mishima Maru*	8th Sept.
Japan	*Kaga Maru*	8th Sept.

OUTWARD MAILS.

For.	Per	Date
Fort Bayard	*Hok Canton*	Wednesday, 1st, 9.00 A.M.
Swatow and *Straits	*Lisaan*	Wednesday, 1st, 11.00 A.M.
Japan via Moji	*Chofu Maru*	Wednesday, 1st, 11.00 A.M.
Shanghai, and North China	*Dilwara*	Wednesday, 1st, 11.00 A.M.
Chefoo and Tientsin	*Cheongshing*	Wednesday, 1st, 2.00 P.M.
Straits, Bangkok, Ceylon, Mauritius, L. Marquis, S. Africa, India via Dhanushkodi, Egypt and EUROPE via SUEZ	*Protesilaus*	Wednesday, 1st, Registration 1.45 P.M. Letters 2.30 P.M.
Amoy and *Straits	*Fooshing*	Wednesday, 1st, 3.00 P.M.
Swatow, *Shanghai, and *North China	*Kwongsang*	Wednesday, 1st, 5.00 P.M.
Fort Bayard, Hoihow and Haiphong	*Hanoi*	Wednesday, 1st, 5.00 P.M.
Tourane	*Kwai Wah*	Wednesday, 1st, 5.00 P.M.
Shanghai and N. China	*Sinkiang*	Thursday, 2nd, 1.00 A.M.
Saigon, Bangkok and *Straits	*Shisen Maru*	Thursday, 2nd, 11.00 A.M.
*Japan via Yokohama	*Fooksang*	Thursday, 2nd, 4.00 P.M.
Swatow	*Hydrangea*	Thursday, 2nd, 4.00 P.M.
Saigon	*Telemachus*	Friday, 3rd, 9.00 A.M.
Swatow, Amoy and Foochow	*Hai Hong*	Friday, 3rd, 1.00 P.M.
Philippine Islands	*Loongsang*	Friday, 3rd, 2.00 P.M.
Japan via Kobe, Canada, United States, Central and South America and *EUROPE via VANCOUVER B.C.	*Talthybius*	Friday, 3rd, Registration 1.45 P.M. Letters 2.30 P.M.
Hoihow and Haiphong	*Haimun*	Friday, 3rd, 5.00 P.M.
Weihaiwei, Chefoo and Tientsin	*Kweichow*	Saturday, 4th, 2.00 P.M.
Shanghai and North China	*Yingchow*	Saturday, 4th, 3.00 P.M.
Hoihow, Pakhoi and Haiphong	*Kaifong*	Saturday, 4th, 4.00 P.M.
Shanghai, North China, Japan via Nagasaki, Honolulu, Canada, United States, Central and South America, and *EUROPE via SAN FRANCISCO	*Shinyo Maru*	Monday, 6th, Registration 9.45 A.M. Letters 10.30 A.M.
Amoy, *Shanghai and *North China	*Szechuen*	Tuesday, 7th, 9.00 A.M.
*Swatow and *Bangkok	*Chusan*	Tuesday, 7th, 11.00 P.M.
Swatow, Amoy, and Foochow	*Haiching*	Tuesday, 7th, 1.00 P.M.
Shanghai and North China	*Sunning*	Thursday, 9th, 10.00 A.M.
Japan via Moji, Honolulu and *San Francisco	*Anyo Maru*	Thursday, 9th, 10.00 A.M.
Straits, Bangkok, Ceylon, Mauritius, L. Marquis, South Africa, India via Dhanushkodi, Egypt & EUROPE via MARSEILLES	*Kaga Maru*	Thursday, 9th, Registration 9.45 A.M. Letters 10.30 A.M.
Swatow, Amoy and Foochow	*Hai Loong*	Friday, 10th, 1.00 P.M.

* Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE.

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES.

LONDON SERVICE

(DIRECT).

"ACHILLES"	9TH SEPT.	London, Amsterdam & Antwerp
"LYCAON"	11TH SEPT.	London, Amsterdam & Hamburg.
"MENTOR"	21ST SEPT.	London, Amsterdam & Antwerp.
"KEEMUN"	12TH OCT.	London, Amsterdam & Hamburg.
"TEIRESIAS"	19TH OCT.	London, Rotterdam & Antwerp

LIVERPOOL SERVICE

(DIRECT OR VIA CONTINENTAL PORTS).

"RHESUS"	4TH SEPT.	Havre & Liverpool.
"CYCLOPS"	11TH SEPT.	Genoa, Ms'lles, L'pool & Glasgow.
"EURYPYLUS"	3RD OCT.	Marseilles, Havre & Liverpool.
"TITAN"	10TH OCT.	Genoa, Ms'lles, L'pool & Glasgow.

PACIFIC SERVICE

(VIA KOBE AND YOKOHAMA).

"TALTHYBIUS"	3RD SEPT	Victoria, Seattle & Vancouver.
"TYNDAREUS"	6TH OCT.	
"TEUCER"	20TH OCT.	

NEW YORK SERVICE

(VIA SUEZ OR PANAMA).
See separate Joint advertisement.

HOMEWARD PASSENGER SERVICE

"MENTOR"	21ST SEPT.	for London direct.
"STENTOR"	8TH OCT.	for London direct.
"TEIRESIAS"	19TH OCT.	for London direct.
"IDOMENEUS"	3RD NOV.	for Liverpool via Marseilles.

FOR FREIGHT AND ALL INFORMATION APPLY TO—

BUTTERFIELD & SWIRE,
AGENTS.

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NEW YORK DIRECT

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.N. CO., LTD.
AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

* "BIRMINGHAM CITY"	via Suez	10th Sept.
* "CITY OF DUNKIRK"	via Suez	20th Sept.
"AJAX"	via Suez	1st Oct.

* Calling also at Boston.

Steamers proceed via Suez Canal or Panama Canal at Owner's option.
Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, HONGKONG AND CANTON. or THE BANK LINE, LTD. HONGKONG.
REISS & CO. CANTON.

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COMMERCIAL.

OPENING QUOTATIONS.

August 31st, 1920.

ON LONDON.—	
Telegraphic Transfer	4/3[illegible]
Bank Bills, on demand	4/3[illegible]
Bank Bills, at 30 days' sight	4/3[illegible]
Bank Bills, at 4 months' sight	4/3[illegible]
Credits, at 4 months' sight	4/4[illegible]
Documentary Bills, 4 months' sight	4/4[illegible]
ON PARIS.—	
Bank Bills, on demand	—
Credits, 4 months' sight	1140
ON NEW YORK.—	
Bank Bills on demand	nom.
Credits, at 60 days' sight	77¼
ON BOMBAY.—	
Telegraphic Transfer	nom.
Bank Bills, on demand	nom.
ON CALCUTTA.—	
Telegraphic Transfer	nom.
Bank Bills, on demand	nom.
ON SHANGHAI.—	
Bank Bills, at sight	nom.
Private, 30 days' sight	nom.
ON YOKOHAMA.—On demand	146
ON MANILA.—On demand—Pesos	155
ON SINGAPORE.—On demand	181¼
ON BATAVIA.—On demand	[illegible]
ON HAIPHONG.—On demand	nom.
ON SAIGON.—On demand	nom.
ON BANGKOK.—On demand	80.
SOVEREIGNS, Bank's Buying rate	$ 4.85 n.
GOLD LEAF 100 fine, per tael	$85.00
BAR SILVER per oz	59[illegible]d.

BANKS

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
N. J. STABB,
Chief Manager.

Hongkong, November 2nd, 1919. [9

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

Paid-up Capital	£2,000,000
Reserve Fund	£3,000,000
Reserve Liability of Proprietors	£2,000,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS open and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

J. L. CROOKATT,
Manager.

Hongkong, March 27th, 1920. [46

THE BANK OF TAIWAN LIMITED (TAIWAN GINKO).

INCORPORATED BY SPECIAL IMPERIAL CHARTER, 1899.

Capital Subscribed	Yen 60,000,000
Capital (Paid-up)	37,500,000
Reserve Funds	7,030,000

HEAD OFFICE:
TAIPEH, FORMOSA.

BRANCHES:

JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji.
FORMOSA—Giran, Kagi, Karenko, Keelung, Makung, Nanto, Pinan, Shinchiku, Taichu, Tainan, Takow, Tamsui, Tohyen, Ako.
CHINA—Shanghai, Hankow, Kiukiang, Amoy, Foochow, Swatow, Canton.
OTHERS—Hongkong, Bangkok, Singapore, Soerabaya, Semarang, Batavia, Bombay, London, New York.

LONDON BANKERS:
LONDON, COUNTY, WESTMINSTER AND PARR'S BANK.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java and other Dutch Indies, Australia, America, &c.

Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

SEIZO KONDOH,
Manager.

HONGKONG BRANCH,
2, Des Voeux Road, Central,
Hongkong, November 1st, 1919. [62

THE MERCANTILE BANK OF INDIA, LIMITED

HEAD OFFICE: 15, Gracechurch St., London, E.C. 3.

Authorised Capital	£3,000,000
Subscribed Capital	£1,800,000
Paid-up Capital	£1,050,000
Reserve Fund	£1,050,000

Bankers:
THE BANK OF ENGLAND.
THE LONDON JOINT CITY & MIDLAND BANK, LTD.

Branches:

Bombay	Hongkong	Kuala Lumpur	Rangoon
Calcutta	Howrah	Madras	Shanghai
Colombo	Kandy	New York	Singapore
Delhi	Karachi	Penang	
Galle	Kota Bharu	Port Louis (Mauritius).	

HONGKONG BRANCH.

Every description of Banking and Exchange business transacted.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates that may be ascertained on application.

N. C. WILSON,
Acting Manager.

7, Queen's Road Central,
Hongkong, June 30th, 1920. [44

"Embassy"
Virginia Cigarettes
Finest Quality
The kind of quality that not only pleases the smoker but gratifies an ideal of the manufacturers to produce the finest of Virginia Cigarettes.
Embassy
Virginia Cigarettes
W.D.&H.O. WILLS
BRISTOL
Embassy
Virginia Cigarettes
Sold in tins of 50's & 25 Cigarettes also packets of 10's

This advertisement is issued by British-American Tobacco Co. (China), Ltd.

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital	$15,000,000
Reserve Funds—	
Sterling	£1,500,000
Silver	$23,000,000
Reserve Liability of Proprietors	$15,000,000

Court of Directors:
Hon. Mr. E. V. D. PARR—Chairman.
A. H. COMPTON, Esq.—Deputy Chairman.

G. M. Dodwell, Esq.	Hon. Mr. J. Johnstone
G. T. M. Edkins, Esq.	A. O. Lang, Esq.
A. S. Gubbay, Esq.	W. L. Pattenden, Esq.
Hon. Mr. P. H. Holyoak	J. A. Plummer, Esq.

Chief Manager:
Hongkong—N. J. STABB, Esq.

Acting Manager:
Shanghai—G. H. STITT, Esq.

LONDON BANKERS:
LONDON COUNTY, WESTMINSTER AND PARR'S BANK, LIMITED.

CURRENT ACCOUNTS opened in local CURRENCY and FIXED DEPOSITS received for one year or shorter periods in local Currency and Sterling on terms which will be quoted on application.

N. J. STABB,
Chief Manager.

Hongkong, May 18th, 1920. 5

BANQUE INDUSTRIELLE DE CHINE

(FRENCH BANK).

AUTHORIZED CAPITAL	F. 250,000,000
SUBSCRIBED CAPITAL	F. 150,000,000
PAID UP	F. 75,000,000
SUBSCRIBED BY THE GOVERNMENT OF THE CHINESE REPUBLIC	F. 50,000,000

Chairman of the Board of Directors	André Berthelot
General Manager	A. J. Pernotte

HEAD OFFICE:
74, Rue Saint-Lazare, PARIS.

BRANCHES:

Lyon	Hongkong	Yunnanfu
Marseilles	Hanoi	Vladivostock
Peking	Singapore	Foochow
Shanghai	Canton	Swatow
Tientsin	Saigon	Yokohama
Hankow	Haiphong	Moukden
New York	London	Antwerp

BANKERS:

In FRANCE: Société Général pour favoriser le Développement du Commerce et de l'Industrie en France.
In LONDON: London Joint City & Midland Bank, Ltd.
In NEW YORK: Redmond & Co.
Correspondents in the Chief Commercial Centres of the World.

Telegraphic Address: CHIBANKIND.

Interest on Current Accounts and Fixed Deposits in Local Currency and in Gold. Terms on application.

Every description of Banking and Exchange business transacted.

Special facilities for [illegible]

[illegible] MONTARGIS,
Manager.

Hongkong, August 17th, 1920.

ASIA BANKING CORPORATION

AN AMERICAN BANK.

Capital $4,000,000. Surplus $1,100,000.

HEAD OFFICE: NEW YORK, U.S.A.

BRANCHES:

SHANGHAI	TIENTSIN	MANILA	PEKING
HANKOW	CANTON	CHANGSHA	

All Descriptions of banking business transacted.

Interest allowed on Current Savings Accounts and Fixed Deposits in Local Currency, U.S. Dollars, Sterling or Francs.

American Bankers Association and Guaranty Trust Company of New York Travellers Cheques, Sold by us. Payable Throughout the World.

N. E. MULLEN,
Acting Manager.

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THE BANK OF CHINA

行銀國中

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital	$60,000,000.00
Paid-up Capital	12,279,800.00
Reserve Funds	3,127,400.00

HEAD OFFICE:—PEKING.

HONGKONG BRANCH:—20-21, Connaught Road Central, Branches and Sub-branches all over China and Correspondents in San Francisco, Singapore and Tokyo.

London Bankers:—The National Provincial and Union Bank of England, Ltd.
New York Bankers:—Irving Trust Company.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Loans granted on approved securities.

Special facilities for Home Exchange.

Interest on Fixed Deposits at the following rates:—

For 3 months	3%	per annum.
For 6 months	4%	per annum.
For 12 months	5%	per annum.

TSUYEE PEI,
Manager.

Hongkong, February 6th, 1920. [74

THE BANK OF EAST ASIA, LTD.

HEAD OFFICE:—No. 2, Queen's Road Central.

Paid-up Capital	$2,000,000.00
Reserve Fund	200,000.00

Directors:
Mr. Fung Wa Ting, Chairman.

Mr. Chow Shou Son.	Mr. Kan Ying Po.
Mr. Li Koon Chun.	Mr. Mok Ching Kong.
Mr. Fung Ping Shan.	Mr. Wong Yun Tong.
Mr. P. K. Kwok.	Mr. Chan Ching Shek.

Mr. Ng Ching Lok.
Chief Manager—Kan Tong Po, Esq.
Asst. Manager—Li Tse Fong, Esq.

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Interest allowed on Current Deposit Account at the rate of 2 per cent. per annum and on Fixed Deposits at the following rates:—

For 3 months at the rate of 3% per annum.
For 6 months at the rate of 4% per annum.
For 12 months at the rate of 5% per annum.

KAN TONG PO, Chief Manager.

Hongkong, February 19th, 1920. [1104

BANQUE DE L'INDO-CHINE

(FRENCH BANK).

Head Office: 15bis Rue Laffitte, Paris.

Subscribed Capital	Frs. 72,000,000.00
Paid up Capital	Frs. 68,400,000.00
Reserves Funds	Frs. 69,567,208.54

BRANCHES:

Bangkok	Hongkong	Saigon
Battambang	Mongtzé	Shanghai
Canton	Noumea	Singapore
Djibouti	Papeete	Tientsin
Haiphong	Peking	Tourane
Hankow	Pnom-Penh	
Hanoi	Pondichery	

BANKERS:

IN FRANCE: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et des Pays-Bas; Crédit Industriel et Commercial; Société Générale.
IN LONDON: The National Provincial and Union Bank of England Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.
IN NEW YORK: J. P. Morgan & Co.; French American Banking Corporation; Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of banking and exchange business transacted.

L. BERINDOAGUE,
Manager.

Hongkong, August 2nd, 1919. [76

THE INDUSTRIAL & COMMERCIAL BANK, LTD.

Head Office—6, Des Voeux Road Central;
Hankow Branch—Pinoff Building.

DOMESTIC AND FOREIGN BANKING SERVICE PROMPT.

CURRENT, Savings, and Fixed Deposits bear Interest at Rates [illegible] per cent., 4 per cent., 5 per cent. respectively.

Inquiry for our SPECIAL SERVICE will be welcome.

J. USANG LY,
Manager.

Hongkong, July 7th, 1919.

Printed and Published by [illegible] Abraham Augustus Hall for The Hongkong Daily Press, Ltd., at No. 10A, Des Voeux Road Central, [illegible] London Office: 131, Fleet Street, E.C.

POST OFFICE NOTICE.

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

From	Per	Due
Shanghai ...	*Szechuen* ...	3rd Sept.
U.S.A. and Japan ...	*Fushimi Maru* ...	3rd Sept.
Japan ...	*Bombay Maru*	3rd Sept.
Straits	*Meinam*	3rd Sept.
Japan ...	*Japan*	4th Sept.
Straits ...	*Dakar Maru*	8th Sept.
Straits ...	*Mishima Maru*	8th Sept.
Japan ...	*Kaga Maru* ...	8th Sept.

OUTWARD MAILS.

For	Per	Date
Saigon, *Bangkok and *Straits ...	*Shiten Maru*	Thursday, 2nd, 10.00 A.M.
*Shanghai and *North China ...	*Sinkiang* ...	Thursday, 2nd, 1.00 A.M.
Shanghai and North China ...	*Kwong Sang*	Thursday, 2nd, 11.00 A.M.
*Haiphong, *Saigon and *Straits ...	*Lake Oneana*	Thursday, 2nd, 3.00 P.M.
*Japan via Yokohama ...	*Fooksang*	Thursday, 2nd, 4.00 P.M.
Swatow ...	*Hydrangea*	Thursday, 2nd, 4.00 P.M.
Haiphong ...	*Chong Va*	Thursday, 2nd, 5.00 P.M.
Tourane ...	*Kwai Wan* ...	Thursday, 2nd, 5.00 P.M.
Shanghai, and North China ...	*Gran Dollar*	Friday, 3rd, 8.00 A.M.
Saigon ...	*Telemachus*	Friday, 3rd, 9.00 A.M.
Hoihow and Haiphong	*Hainam*	Friday, 3rd, 9.[illegible] A.M.
*Japan, via Kobe ...	*Shinsei Maru No. 5*	Friday, 3rd, 1.00 P.M.
Swatow, Amoy and Foochow	*Hai Hong* ...	Friday, 3rd, 1.00 P.M.
Philippine Islands	*Loongsang* ...	Friday, 3rd, 2.00 P.M.
Japan via Kobe, Canada, United States Central and South America and *EUROPE via VANCOUVER, B.C.	*Talthybius*	Friday, 3rd, Registration ... 1.45 P.M. Letters ... 2.30 P.M.
Weihaiwei, Chefoo and Tientsin	*Kueichow* ...	Saturday, 4th, 3.00 P.M.
Shanghai and North China ...	*Yingchow*	Saturday, 4th, 3.00 P.M.
Hoihow, Pakhoi and Haiphong ...	*Kaifong* ...	Saturday, 4th, 5.00 P.M.
Shanghai, North China, Japan via Nagasaki, Honolulu, Canada, United States, Central and South America, and *EUROPE via SAN FRANCISCO	*Shinyo Maru*	Monday, 6th, Registration 9.45 A.M. Letters ... 10.30 A.M.
Amoy, *Shanghai and *North China ...	*Szechuen* ...	Tuesday, 7th, 9.00 A.M.
*Swatow and *Bangkok ...	*Chusan* ...	Tuesday, 7th, 11.00 P.M.
Swatow, Amoy, and Foochow ...	*Haiching*	Tuesday, 7th, 1.00 P.M.
Shanghai and North China ...	*Sunning*	Thursday, 9th, 10.00 A.M.
Japan via Moji, Honolulu and *San Francisco	*Anyo Maru*	Thursday, 9th, 10.00 A.M.
Straits, Bangkok, Ceylon, Mauritius, L. Marquis, South Africa, India via Dhanushkodi, Egypt & EUROPE via MARSEILLES ...	*Kaga Maru*	Thursday, 9th Registration 9.15 A.M. Letters ... 10.30 A.M.
Swatow, Amoy and Foochow ...	*Hai Loong* ...	Friday, 10th, 1.00 P.M.
Straits, Bangkok, Ceylon, Mauritius, L. Marquis, S. Africa, India via Dhanushkodi, Egypt and *EUROPE via SUEZ ... The Parcel Mail will be closed on Friday, 10th Sept., at 5 p.m.	*Lycaon* ...	Saturday, 11th, Registration 9.45 A.M. Letters 10.30 A.M.
Shanghai, and N. China ...	*Chenan* ...	Saturday, 11th, 3.00 P.M.

* Correspondence bearing vessel's name only.

From Sheungwan Western Branch P.O.

For	On Week-days	On Sunday	On Holidays
Canton and Samshui ...	7.30 A.M. 9.30 P.M.	9.30 P.M.	7.30 A.M. 9.00 A.M.
	9.30 P.M.		9.30 P.M.
Tai Ping Tung ...	9.30 P.M.	9.30 P.M.	9.30 P.M.
Shek Ki ...	8.00 P.M.	8.30 P.M.	8.00 P.M.
Kongmoon ...	8.00 P.M.	8.00 P.M.	8.00 P.M.
Kaukong ...	8.00 P.M. Except Saturday	8.00 P.M.	8.00 P.M.
Wuchow ...	4.00 P.M.	10.30 A.M.	4.00 P.M.

THE BLUE FUNNEL LINE.

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES.

LONDON SERVICE

(DIRECT).

"ACHILLES"	9TH SEPT.	London, Amsterdam & Antwerp.
"LYCAON"	11TH SEPT.	London, Amsterdam & Hamburg.
"MENTOR"	21ST SEPT.	London, Amsterdam & Antwerp.
"KEEMUN"	12TH OCT.	London, Amsterdam & Hamburg.
"TEIRESIAS"	19TH OCT.	London, Rotterdam & Antwerp

LIVERPOOL SERVICE

(DIRECT OR VIA CONTINENTAL PORTS).

"RHESUS"	4TH SEPT.	Havre & Liverpool.
"CYCLOPS"	11TH SEPT.	Genoa, Ms'lles, L'pool & Glasgow.
"EURYPYLUS"	3RD OCT.	Marseilles, Havre & Liverpool.
"TITAN"	10TH OCT.	Genoa, Ms'lles, L'pool & Glasgow

PACIFIC SERVICE

(VIA KOBE AND YOKOHAMA).

"TALTHYBIUS"	3RD SEPT.	Victoria, Seattle & Vancouver.
"TYNDAREUS"	6TH OCT.	
"TEUCER"	20TH OCT.	

NEW YORK SERVICE

(VIA SUEZ OR PANAMA).

See separate Joint advertisement.

HOMEWARD PASSENGER SERVICE

"MENTOR"	21ST SEPT.	for London direct.
"STENTOR"	8TH OCT.	for London direct.
"TEIRESIAS"	19TH OCT.	for London direct.
"IDOMENEUS"	3RD NOV.	for Liverpool via Marseilles

FOR FREIGHT AND ALL INFORMATION APPLY TO—

BUTTERFIELD & SWIRE,
AGENTS.

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COMMERCIAL.

OPENING QUOTATIONS.

September 2nd.

ON LONDON.—
Telegraphic Transfer ... 4/2
Bank Bills, on demand ... 4/2¼
Bank Bills, at 30 days sight ... 4/3¼
Bank Bills, at 4 months sight ... 4/3½
Credits, at 4 months' sight ... 4/4
Documentary bills, 4 months sight ... 4/4½
ON PARIS.—
Bank Bills, on demand ... —
Credits, 4 months' sight ... 1130
ON NEW YORK.—
Bank Bills on demand ... nom.
Credits, at 60 days' sight ... 76½
ON BOMBAY.—
Telegraphic Transfer ... nom.
Bank Bills, on demand ... nom.
ON CALCUTTA.—
Telegraphic Transfer ... nom.
Bank Bills, on demand ... nom.
ON SHANGHAI.—
Bank Bills, at sight ... nom.
Private, 30 days' sight ... nom.
ON YOKOHAMA.—On demand ... 143¼
ON MANILA.—On demand—Pesos ... 163
ON SINGAPORE.—On demand ... 180
ON BATAVIA.—On demand ... 219
ON HAIPHONG.—On demand ... nom.
ON SAIGON.—On demand ... nom.
ON BANGKOK.—On demand ... 50¼
SOVEREIGNS, Bank's Buying rate ... $ 4.70
GOLD LEAF 100 fine, per tael ... $85.00
BAR SILVER per oz ... 58⅛d.

BANKS

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on Deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
N. J. STABB,
Chief Manager.

Hongkong, November 2nd, 1919. [9

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

Paid-up Capital	£2,000,000
Reserve Fund ...	£3,000,000
Reserve Liability of Proprietors ...	£2,000,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS open and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

J. L. CROCKATT,
Manager.

Hongkong, March 27th, 1920. [59

THE BANK OF TAIWAN LIMITED (TAIWAN GINKO).

INCORPORATED BY SPECIAL IMPERIAL CHARTER, 1899.

Capital Subscribed ...	Yen 60,000,000
Capital (Paid-up) ...	37,500,000
Reserve Funds ...	7,030,000

HEAD OFFICE:
TAIPEH, FORMOSA.

BRANCHES:
JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji.
FORMOSA—Giran, Kagi, Karenko, Keelung, Makung, Nanto, Pinan, Shinchiku, Taichu, Tainan, Takow, Tamsui, Tohyen, Ako.
CHINA—Shanghai, Hankow, Kiukiang, Amoy, Foochow, Swatow, Canton.
OTHERS—Hongkong, Bangkok, Singapore, Soerabaya, Semarang, Batavia, Bombay, London, New York.

LONDON BANKERS:
LONDON COUNTY WESTMINSTER AND PARR'S BANK.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java and other Dutch Indies, Australia, America, &c.

Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

SEIZO KONDOH,
Manager.

HONGKONG BRANCH,
1, Des Voeux Road Central,
Hongkong, November 1st, 1919. [12

THE MERCANTILE BANK OF INDIA, LIMITED

HEAD OFFICE: 15, Gracechurch St., London, E.C. 3.

Authorised Capital ...	£3,000,000
Subscribed Capital ...	£1,800,000
Paid-up Capital ...	£1,050,000
Reserve Fund ...	£1,060,000

Bankers:
THE BANK OF ENGLAND.
THE LONDON JOINT CITY & MIDLAND BANK, LTD.

Branches:
Bombay Hongkong Kuala Lumpur Rangoon
Calcutta Howrah Madras Shanghai
Colombo Kandy New York Singapore
Delhi Karachi Penang
Galle Kota Bharu Port Louis (Mauritius)

HONGKONG BRANCH.

Every description of Banking and Exchange business transacted.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates that may be ascertained on application.

N. C. WILSON,
Acting Manager.

7, Queen's Road Central,
Hongkong, June 30th, 1920. [44

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital ... $15,000,000
Reserve Funds—
Sterling ... £1,500,000
Silver ... $23,000,000
Reserve Liability of Proprietors $15,000,000

Court of Directors:
Hon. Mr. E. V. D. PARR—Chairman.
A. H. COMPTON, Esq.—Deputy Chairman.

G. M. Dodwell, Esq.	Hon. Mr. J. Johnstone
G. T. M. Edkins, Esq.	A. O. Lang, Esq.
A. S. Gubbay, Esq.	W. L. Pattenden, Esq.
Hon. Mr. P. H. Holyoak	J. A. Plummer, Esq.

Chief Manager:
Hongkong—N. J. STABB, Esq.

Acting Manager:
Shanghai—G. H. STITT, Esq.

London Bankers:
LONDON COUNTY WESTMINSTER AND PARR'S BANK, LIMITED.

CURRENT ACCOUNTS opened in local CURRENCY and FIXED DEPOSITS received for one year or shorter periods in local Currency and Sterling on terms which will be quoted on application.

N. J. STABB,
Chief Manager.

Hongkong, May 18th, 1920.

BANQUE INDUSTRIELLE DE CHINE

(FRENCH BANK).

AUTHORIZED CAPITAL ...	F. 250,000,000
SUBSCRIBED CAPITAL ...	F. 150,000,000
PAID UP ...	F. 75,000,000
SUBSCRIBED BY THE GOVERNMENT OF THE CHINESE REPUBLIC ...	F. 50,000,000

Chairman of the Board of Directors ... André Berthelot
General Manager ... A. J. Pernotte

HEAD OFFICE:
74, Rue Saint-Lazare, PARIS.

BRANCHES:

Lyon	Hongkong	Yunnanfu
Marseilles	Hanoi	Vladivostock
Peking	Singapore	Foochow
Shanghai	Canton	Swatow
Tientsin	Saigon	Yokohama
Hankow	Haiphong	Moukden
New York	London	Antwerp

BANKERS:
In FRANCE: Société Général pour favoriser le Developement du Commerce et de l'Industrie en France.
In LONDON: London Joint City & Midland Bank, Ltd.
In NEW YORK: Redmond & Co.
Correspondents in the Chief Commercial Centres of the World.

Telegraphic Address: CHIBANKIND.

Interest on Current Accounts and Fixed Deposits in Local Currency and in Gold. Terms on application.

Every description of Banking and Exchange business transacted.

Special facilities for French exchange.

M. MONTARGIS,
Manager.

Hongkong, August 17th, 1920.

BANQUE DE L'INDO-CHINE

(FRENCH BANK).

Head Office: 15bis Rue Laffitte, Paris.

Subscribed Capital ...	Frs. 72,000,000.00
Paid up Capital ...	Frs. 68,400,000.00
Reserves Funds ...	Frs. 69,567,203.54

BRANCHES

Bangkok	Hongkong	Saigon
Battambang	Mongtze	Shanghai
Canton	Noumea	Singapore
Djibouti	Papeete	Tientsin
Haiphong	Peking	Tourane
Hankow	Pnom-Penh	
Hanoi	Pondichery	

BANKERS.
IN FRANCE: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et de Pays-Bas; Crédit Industriel et Commercial; Société Générale.
IN LONDON: The National Provincial and Union Bank of England Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.
IN NEW YORK: J. P. Morgan & Co.; French American Banking Corporation; Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and exchange business transacted.

L. BERINDOAGUE,
Manager.

Hongkong, August 2nd, 1919. [78

THE BANK OF CHINA

中國銀行

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorised Capital ...	$60,000,000.00
Paid-up Capital ...	12,279,800.00
Reserve Funds ...	2,197,400.00

HEAD OFFICE—PEKING.

HONGKONG BRANCH:—20-21, Connaught Road Central. Branches and Sub-branches all over China and Correspondents in San Francisco, Singapore and Tokyo.

London Bankers:—The National Provincial and Union Bank of England, Ltd.
New York Bankers:—Irving Trust Company.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Loans granted on approved securities.

Special facilities for Home Exchange.

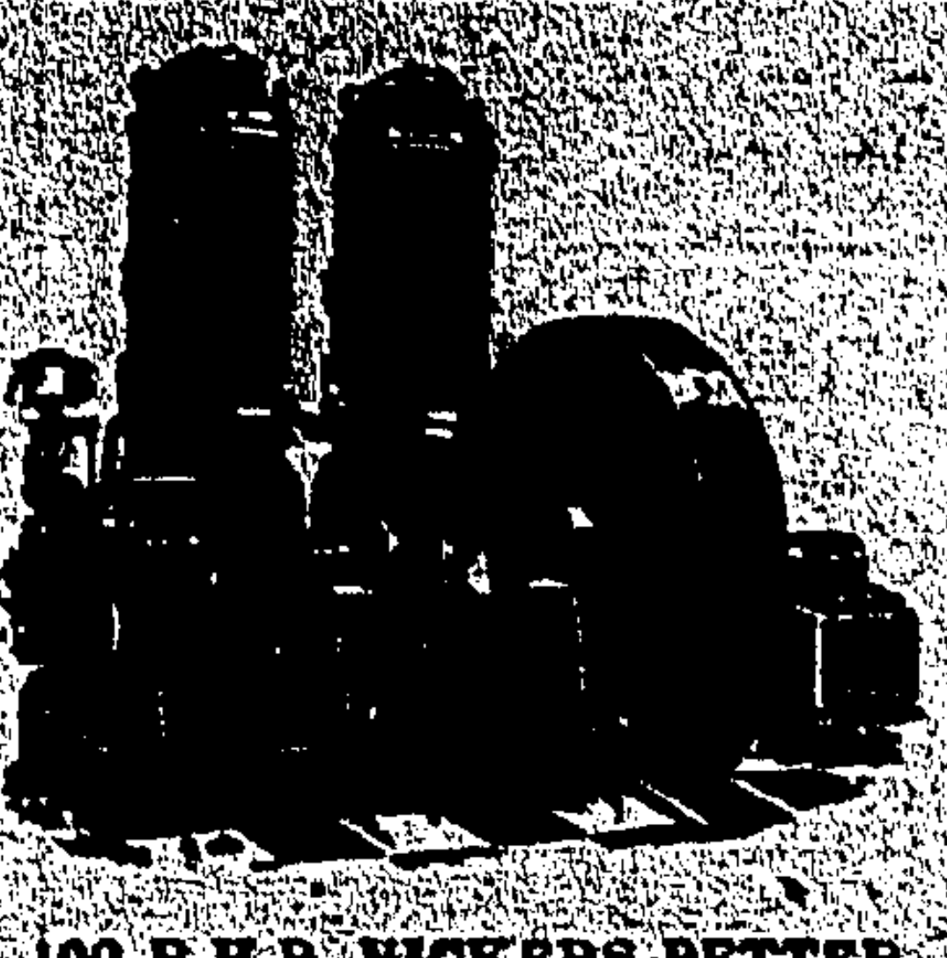
Interest on Fixed Deposits at the following rates:—

For 3 months ... 3% per annum.
For 6 months ... 4% per annum.
For 12 months ... 5% per annum.

[illegible],
Manager.

Hongkong, February 9th, 1920. 54

VICKERS-PETTER SEMI-DIESEL CRUDE OIL ENGINES



100 B.H.P. VICKERS-PETTER SEMI-DIESEL LAND TYPE ENGINE.

SIMPLICITY—
RELIABILITY—
ECONOMY

A STANDARD SERIES FOR WORKING ON CRUDE & RESIDUAL OILS OR REFINED PETROLEUM MANUFACTURED FOR BOTH MARINE AND LAND USE FROM

10 TO 450 B.H.P.

For further particulars apply to—

WM. C. JACK & CO., LTD.,
14, DES VOEUX ROAD CENTRAL, HONGKONG.
SOLE AGENTS FOR HONGKONG AND SOUTH CHINA.
[20

CHINA-AUSTRALIA MAIL S.S. LINE.

FOR AUSTRALIAN PORTS VIA MANILA & SANDAKAN.

"HWAH PING"	September 15th.
"VICTORIA"	October 1st.

For Freight and Passage apply to—

THE CHINA & AUSTRALIA S.S. CO., LTD.
Agents,
113, Connaught Road Central.

567

KONINKLYKE PAKETVAART MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

THE STEAMSHIP

"VAN WAERWYCK"

will be despatched September 25th

TO SINGAPORE PENANG AND BELAWAN DELI.

This vessel offers excellent cabin accommodation for saloon passengers.

Wireless Telegraphy.

For Freight and passage apply to—

JAVA-CHINA-JAPAN-LYN,
Telephone No. 1574 Agents.

ASIA BANKING CORPORATION

AN AMERICAN BANK.

Capital $4,000,000. Surplus $1,100,000.

HEAD OFFICE: NEW YORK, U.S.A.

BRANCHES:

SHANGHAI	TIENTSIN	MANILA	PEKING
HANKOW	CANTON	CHANGSHA	

All Descriptions of banking business transacted.

Interest allowed on Current Savings Accounts and Fixed Deposits in Local Currency, U.S. Dollars, Sterling or Francs.

American Bankers Association and Guaranty Trust Company of New York Travellers Cheques, Sold by us. Payable Throughout the World.

N. E. MULLEN,
Acting Manager.

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THE BANK OF EAST ASIA, LTD.

HEAD OFFICE:—No. 2, Queen's Road Central.

Paid-up Capital ...	$2,000,000.00
Reserve Fund ...	200,000.00

Directors.
Mr. FONG WAI TING, Chairman.

Mr. Chow Shou Son,	Mr. Kan Ying Po,
Mr. Li Koon Chun,	Mr. Mok Ching Kong,
Mr. Fung Ping Shan,	Mr. Wong Yun Tong,
Mr. P. K. Kwok,	Mr. Chan Ching Shek,

Mr. Ng Chang Lak.

Chief Manager—Kan Tong Po, Esq.
Asst. Manager—Li Tse Fong, Esq.

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Interest allowed on Current Deposit Account at the rate of 2 per cent. per annum and on Fixed Deposits at the following rates:—

For 3 months at the rate of 3% per annum.
For 6 months at the rate of 4% per annum.
For 12 months at the rate of 5% per annum.

KAN TONG PO, Chief Manager.

Hongkong, February 12th, 1920. [120

ON SALE.

BOUND VOLUMES of the *HONGKONG WEEKLY PRESS*, July to December 1919.

With INDEX, Price $7.50

On sale at the HONGKONG DAILY PRESS Office.

THE INDUSTRIAL & COMMERCIAL BANK, LTD.

Head Office:—6, Des Voeux Road Central.
Hankow Branch:—Patoff Building.

DOMESTIC AND FOREIGN BANKING SERVICE PROMPT.

CURRENT, Savings, and Fixed Deposits bear Interest at Rates 2 per cent., 4 per cent., 5 per cent. respectively.

Inquiry on our SPECIAL SERVICE will be welcome.

J. USANG LY,
Manager.

Hongkong, July 7th, 1919. [99

SEAMEN'S INSTITUTE.

31, PRAYA EAST, HONGKONG.

FOR the use of all Men of the Mercantile Marine and H.M. Navy.

Reading and Writing Rooms, Billiard Room, Officers' Room, C.P.O.'s Room, Restaurant, Concert Hall, Church.

Private Cabins and beds in Dormitories. Motor Launch "Dayspring."

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Printed and Published by BERTRAM AUGUSTUS HALE, for THE HONGKONG DAILY PRESS, LTD., at 10a, Des Voeux Road Central, Victoria, Hongkong. London Office: 131, Fleet Street, E.C.

AMERICAN & ORIENTAL LINE

NEW YORK via Suez

s.s. "GENERAL CHURCH" ... ... 10th Nov.

Subject to change without notice.

ORIENTAL AFRICAN LINE.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transhipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.
Managing Agent.

14

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

JAPAN, CHINA AND STRAITS
TO
UNITED KINGDOM AND CONTINENT.

LONDON	"KANSAS"	10th Sept.
LONDON	"SWAZI"	20th Sept.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LTD.
General Agents.

or to REISS & CO., CANTON.

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C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamer	To Sail	
SHANGHAI	"SINKIANG" ...	On 2nd Sept.,	Noon.
WEIHAIWEI, CHEFOO & TIENTSIN ..	"KUEICHOW" ...	On 4th Sept.,	3 P.M.
SHANGHAI and TSINGTAO ...	"YINGCHOW" ...	On 4th Sept.,	4 P.M.
HOIHOW, PAKHOI & HAIPHONG	"KAIFONG" ...	On 5th Sept.,	9 A.M.
AMOY, SHANGHAI & PUKOW...	"SZECHUEN" ...	On 7th Sept.,	10 A.M.
SWATOW & BANGKOK	"CHUSAN" ...	On 7th Sept.,	Noon.
SHANGHAI	"SUNNING" ...	On 9th Sept.,	Noon.
SHANGHAI & TSINGTAO ...	"CHENAN" ...	On 11th Sept.,	4 P.M.

☞ SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation Amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (thrice weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.

☞ BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
Agents.

TELEPHONE 36.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHOW

AND RETURN

(Occupying 8 to 10 Days).

"HAIHONG"	Capt. W. C. Passmore	FRIDAY,	3rd Sept., at 2 P.M.
"HAICHING"	Capt. A. H. Stewart	TUESDAY,	7th Sept., at 2 P.M.
"HAILOONG"	Capt. J. S. Thomson	FRIDAY,	10th Sept., at 2 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,
General Managers.

LOS ANGELES PACIFIC NAVIGATION COMPANY

TRANS-PACIFIC FREIGHT SERVICE

Operating the following U.S. Shipping Board steamers.

HONGKONG
TO
LOS ANGELES, CALIFORNIA, U.S.A.

Due Inwards	About	Sailing	About
S.S. VINITA	Sept. 12th.	S.S. VINITA	Sept. 15th.
S.S. WEST HIXTON ...	Oct. 7th.	S.S. WEST HIXTON ...	Oct. 10th.

Through Bills of Lading to all U.S. and Canadian Overland Points no Transhipment en-route. Shipside connection with the Salt Lake, Santa Fe and Southern Pacific Railroads.

Head Office:—Los Angeles, Calif.
Branch Office:—Kobe, Shanghai, Manila, Singapore.

Hongkong Office:—Prince's Building, [illegible] Rd.
Tel. No. 1086.

CHAS. E. RICHARDSON,
General Agent for South China.

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P. & O. — BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES Incorporated In ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"JEYPORE" (Cargo)	7,400	12th Sept.	Marseilles, London & Antwerp.
"DILWARA"	5,400	13th Sept.	Singapore, Colombo & Bombay.
"KHIVA"	9,000	19th Sept.	Marseilles, London & Antwerp.
"NANKIN"	6,900	5th Oct.	Marseilles, London & Antwerp.
"KASHGAR"	8,900	20th Oct.	Marseilles, London & Antwerp.
"ALIPORE"	5,300	30th Oct.	Marseilles, London & Antwerp.

BRITISH INDIA - APCAR SAILINGS (South)

"JAPAN"	6,100	7th Sept.	Straits, Rangoon & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

"KANOWNA"	7,000	20th Sept.	Sandakan, Thursday Island,
"ST. ALBANS"	4,500	4th Oct.	Cairns, Townsville, Brisbane,
			Sydney & Melbourne.

SAILINGS TO SHANGHAI & JAPAN

"TANDA" late "MADRAS"	7,000	3rd Sept. D'light.	Shanghai & Japan.
"KANOWNA"	7,000	7th Sept.	Kobe direct.
"NANKIN"	6,900	7th Sept.	Shanghai & Japan.
"GREGORY APCAR"	4,600	11th Sept.	Shanghai & Japan.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.

1st Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Steamers and Sailing dates are liable to be cancelled or altered without notice.

Parcels Measuring not more than 3 ft. × [illegible] will be received at the Company's Offices up to Noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freights, Handbooks, etc., apply to

MACKINNON, MACKENZIE & CO.,
Agents.

22, Des Voeux Road Central, HONGKONG.

1

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly directly service via Singapore and Port Said.

"ALPS MARU" ... (Call Marseilles) ... Tuesday, 7th Sept.
"ATLAS MARU" ... Saturday, 25th Sept.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN and CAPE TOWN via SINGAPORE.

"CHICAGO MARU" ... ... Thursday, 9th Sept.
"CANADA MARU" ... ... Tuesday, 2nd Nov.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.

"INDUS MARU" ... ... Sunday, 5th Sept.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly service.

"SHIKEN MARU" ... ... Thursday, 2nd Sept.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Island.

"KUNAJIRI MARU" ... ... Friday, 25th Sept.

VICTORIA, VANCOUVER, SEATTLE & TACOMA

Regular fortnightly service touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.

"ARABIA MARU" ... ... Monday, 27th Sept.

SAN FRANCISCO & NEW ORLEANS.

"BORNEO MARU" ... ... Thursday, 2nd Sept.

NEW YORK—Regular monthly service via Japan Ports, San Francisco, Panama and Cuban Ports.

"HONOLULU MARU" ... ... Monday, 20th Sept.

NEW ORLEANS LINE.

"BORNEO MARU" ... ... Thursday, 2nd Sept.

JAPAN PORTS—Moji, Kobe, Yokkaichi & Yokohama.

"GANGES MARU" (omit Moji & Yokohama) ... Friday, 3rd Sept.

KEELUNG via SWATOW & AMOY.—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K. [illegible] near the Harbour Office.

"[illegible] MARU" ... ... Monday, 6th September.

TAKAO via SWATOW & AMOY.

"[illegible] MARU" ... ... Thursday, 9th Sept.

For sailing dates and further particulars please apply to—

Y. YASUDA,
Manager,
No. 1, Queen's Building.

Tel. No. [illegible]

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T. K. K.

TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN."

STEAMERS	TONS	LEAVE HONGKONG
SHINYO MARU	22,000	...Sept. 6th.
PERSIA MARU	9,000	...Sept. 17th.
KOREA MARU	20,000	...Sept. 30th.
SIBERIA MARU	20,000	...Oct. 12th.
TENYO MARU	22,000	...Oct. 28th.

SOUTH AMERICAN LINE

HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALINA CRUZ, BALBOA, CALLAO, MOLLENDO, ARICA & IQUIQUE.

THENCE BY TRANS-ANDEAN ROUTE TO BUENOS AIRES.

STEAMERS	TONS	LEAVE HONGKONG.
ANYO MARU	18,500	Sept. 9th.
SEIYO MARU	14,000	Nov. 9th.

For full information regarding passengers, freight and sailings, apply to—

Y. TSUTSUMI, MANAGER.
King's Building. Tel. Nos. 2374 & 2375.

Agents at Canton:
MESSRS. T. E. GRIFFITHS, LTD.

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MESSAGERIES MARITIMES.

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